



Hongkong Daily Press.

ESTABLISHED 1857

Registered as a Newspaper at the General Post Office in the United Kingdom.

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ARE THE WINDOWS
OF THE SOUL
YOUR GLASSES
ARE THE WINDOWS OF
YOUR PERSONAL
APPEARANCE.
N. LAZARUS,
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No. 20,809

號九第百零二第

日九十月二年亥癸

HONGKONG, WEDNESDAY, APRIL 4th, 1923. 三拜禮

號四月四年二十國民華中

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[90]

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BOUND VOLUMES of the HONGKONG WEEKLY PRESS, January to June 1923.
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TIME-TABLE.

WEEK DAYS.
7.00 a.m. to 7.10 a.m.
7.30 a.m. to 8.00 a.m. every 15 minutes
8.00 " " 11.00 " " 10 "
11.30 " " 12.30 p.m. " " 10 "
12.30 p.m. " 2.30 " " 15 "
2.30 " " 4.00 " " 15 "
4.00 " " 8.10 " " 10 "

NIGHT CARS.
8.50 p.m. to 9.00 p.m. every 30 minutes
9.30 p.m. to 11.45 p.m. every 15 minutes

SUNDAYS.
Extra Car—12 midnight.

SUNDAYS.
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7.30 a.m. to 8.30 a.m. every 15 minutes
9.30 " " 11.00 " " 10 "
11.15 " " 12.00 noon " " 15 "
12.00 noon " 1.00 p.m. " " 10 "
1.00 p.m. " 4.00 " " 15 "
4.00 " " 8.10 " " 10 "

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KOWLOON-CANTON RAILWAY.

TIME-TABLE

On and after FRIDAY, SEPTEMBER 15th, 1922, until further Notice.
(All previous Time Tables cancelled.)

DOWN TRAINS

Station	No. 1	No. 2	No. 3	No. 4	No. 5	No. 6	No. 7	No. 8	No. 9	No. 10	No. 11	No. 12	No. 13	No. 14	No. 15	No. 16	No. 17	No. 18	No. 19	No. 20	No. 21	No. 22	No. 23	No. 24	No. 25	No. 26	No. 27	No. 28	No. 29	No. 30	No. 31	No. 32	No. 33	No. 34	No. 35	No. 36	No. 37	No. 38	No. 39	No. 40	No. 41	No. 42	No. 43	No. 44	No. 45	No. 46	No. 47	No. 48	No. 49	No. 50	No. 51	No. 52	No. 53	No. 54	No. 55	No. 56	No. 57	No. 58	No. 59	No. 60	No. 61	No. 62	No. 63	No. 64	No. 65	No. 66	No. 67	No. 68	No. 69	No. 70	No. 71	No. 72	No. 73	No. 74	No. 75	No. 76	No. 77	No. 78	No. 79	No. 80	No. 81	No. 82	No. 83	No. 84	No. 85	No. 86	No. 87	No. 88	No. 89	No. 90	No. 91	No. 92	No. 93	No. 94	No. 95	No. 96	No. 97	No. 98	No. 99	No. 100																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																		
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Hongkong.

FRENCH MAN-POWER.
THE GERMAN "SPIRIT OF
REVENGE."

M. Maginot, the Minister for War, made
a declaration in the French Senate on
February 15th on the subject of the man-
power needed for the Ruhr occupation.

He said that since the occupation began
the French Government had provided
for the greater part of the railway com-
munications and also the telegraphic
and telephonic services by means of
a staff of volunteers and men mobil-
ized for this purpose. As a conse-
quence of the resistance of Germany and
of certain acts of sabotage, the Government
had been compelled to take over all the
means of communication. A reinforce-
ment of the staff engaged was therefore
necessary. Volunteers would certainly
come forward in sufficient numbers, but
while waiting for them the Government
thought it necessary for about fifteen days
to keep mobilized the men who had been
called up.

General Bourgeois, presented to the
Senate to-day the new recruiting Bill
providing for eighteen months' service.
He said the duration of military
service had been reduced to a minimum
having regard to the security of the
country. They did not wish their
soil to be again invaded by foreigners.
France had nothing to fear while her
soldiers were on the Rhine and held the
bridgeheads; but they had to deal with a
nation which by bad faith and trickery
sought to elude its treaty obligations.
The German Army, although reduced to
one hundred thousand men, was spread
over twenty-one regions. Each of these
regions was occupied by a regiment; each
regiment was divided into companies and
occupied the quarters of the old regiments
of the Reich. These twenty-one regiments
appeared to be destined to constitute the
twenty-one divisions of the old Ger-
man Army. Associations of ex-soldiers
trained under the guise of athletes met
in the old barracks. It was only neces-
sary to call them all together on one day
to have a re-constituted army.

There was no doubt, continued General
Bourgeois, that Germany hoped thus to
find a powerful Army when the day came
for a war of revenge. A spirit of revenge
animated the whole of Germany, and full
rein was given to the hatred of France. It
was therefore more than ever necessary
that France should dominate Germany in a
military sense. The security of France
was the barrier of the Rhine. It was
necessary therefore at the first menace
to be in a position firmly to hold that
barrier. Modern war was made not be-
tween armies but between nations. The
mobilization of a nation could take place
only under the shelter of a powerful cover-
ing army which could prevent the invasion
of its territory. That covering army ought
to be formed in time of peace. The Gov-
(Continued on next column.)

**BANKNOTES FORGED IN
MILLIONS.**
BIG INTERNATIONAL GANG
CAUGHT.

An amazing conspiracy of counterfeiters,
involving over 1,000 persons and having
 ramifications all over the United States
and in Europe and South America, was
brought to light on February 21st through
the arrest by Federal officers in various
places in the Metropolitan district of twenty
eight alleged members of the gang. After
eight months of detective work, agents of
the Treasury Department succeeded in
reaching the inner ring of conspirators.
Nearly all the prisoners are Italians.

With plates engraved in Italy and smug-
gled over to America in large cheeses the
gang, it is alleged, printed American,
Italian, and Austrian banknotes, postage
and international revenue stamps, and
counterfeit labels for "bootleg" liquor.
They also coined imitations of American
gold pieces. They made American Bank
and Federal Reserve notes of a face value of
more than a million dollars and stamps
representing \$10,000,000 (\$2,000,000).

The business was as carefully organized
as a legitimate industry, with separate
groups of manufacturers, wholesalers, re-
tailers, and distributing agents. Where-
ever the centre of the gang's activities was
situated, eight or ten guards habitually
patrolled neighbouring streets on the watch
for possible surveillance. It was the
elaborate business system which was in
part responsible for the downfall of the
conspirators, because the Treasury agents
were enabled in the investigations in many
cities to determine when they were getting
close to the local headquarters by the scale
of prices for counterfeit money. Fifty cents
per dollar was charged by the retailers,
with smaller prices all the way up to the
manufacturers, who had a fixed rate of
seventeen cents.

The Federal authorities have under watch
several hundred persons, and many more
arrests will be made which were deferred
until the leaders of the conspiracy could
be caught. It is believed that through
turning State's evidence some of the gang
will throw light on certain murders in dis-
tricts frequented by them the mystery of
which has so far never been cleared up.—
Times.

eminent contemplated a covering army of
thirty-two divisions, of which six divisions
would form the army of the Rhine. The
normal strength of an infantry regiment
was 1,600 men, and the thirty-two divisions
would require 244,000 men. There
were in addition various services
and garrisons abroad. The total strength
of the French Army was 559,000 men, of
whom 460,000 were French, 1,000 were
foreigners, and 189,000 were Colonials.
To maintain the army at this strength
eighteen months' service was necessary.
France must be "top dog" so far as
Germany was concerned. That was the
only guarantee for her security and the
maintenance of the peace of the world.
When Germany was disarmed, willingly or
by force, France could contemplate lighter
military charges and one year's service.
The discussion was adjourned.—Times.

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REMOVAL.

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NIKKO.

28th February, 1923.

THE MARUZEN-YAKUTEN

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RADIO COMMUNICATION IN CHINA.

AN ILLUMINATING STATEMENT.

Regarding the report that the Japanese are trying to maintain control over radio communication in China in contravention of the principle of the Open Door, Reuter's Agency, as the result of enquiry in well informed Japanese quarters, has received information in the following sense:

"Under the contract signed with the Ministry of the Navy in February, 1918, Mitsui & Company are now constructing for the Chinese Government a high power wireless station at Shanghai, seven miles east of Peking, which will be capable of communicating direct with Japan, Europe and America. The cost for the construction and equipment of the telegraphic installation is estimated at 2,538,267. The capital sum is to be repaid in 30 equal annual instalments. In order to secure the revenue of the station and the repayment of the capital and interest, it is also provided that during the period of 30 years the Government shall not permit any other person or firm to erect, nor shall it erect by itself any wireless station in China for the purpose of communicating with any foreign country."

"It is on account of this agreement that the allegation is made that the Japanese are seeking a monopoly of radio communication in China in defiance of the provisions of Article 3 of the Nine Power Treaty concerning China, signed in 1922 at Washington, but that this allegation is entirely unfounded may be proved even by the Nine Power Treaty."

"In the first place, the Nine Power Treaty, not in force yet, provides for the future for the principle of the Open Door or Equality of Opportunity in China for the trade and industry of all nations, and so it cannot affect by any means the contractual rights of Mitsui and Company, existing many years before the signing of the said Treaty."

"In the second place, supposing for argument's sake, that the Treaty might have any effect upon the contract, the exception to the said general principle should not be overlooked. Article 3 of the Treaty reads:

"With a view to applying more effectually the principles of the Open Door or Equality of Opportunity in China for the trade and industry of all nations, the contracting Powers, other than China, agree that they will not seek, nor support their respective nationals in seeking:

(a) Any arrangement which might purport to establish in favour of their interests any general superiority of right with respect to commercial or economic development in any designated region of China;

(b) Any such monopoly or preference as would deprive the nationals of any other Power of the right of undertaking any legitimate trade or industry in China, or of participating with the Chinese Government, or with any local authority, in any category of public enterprises, or which by reason of its scope, duration or geographical extent is calculated to frustrate the practical application of the principle of equal opportunity."

"It is understood that the foregoing stipulations of this Article are not to be so construed as to prohibit the acquisition of such properties or rights as may be necessary to the conduct of a particular commercial industrial or financial undertaking or to the encouragement of invention and research."

"Whatever kind of assertion might be put forward against the contract, the interpretation of the last exceptional clause is made too clear to admit any misunderstanding or misrepresentation by the statement made in very explicit wording on this subject by Earl Balfour and also by Mr. Hughes at the Washington Conference. The Minutes of the Eighteenth meeting of the Committee on Pacific and Far Eastern Questions contained the following passage: ("Conference on the Limitation of Armaments," Senate Document No. 126, Government Printing Office, Washington, 1922, p. 617):

"Mr. Balfour—As concerned most industrial enterprises, no difficulty arose. The difficulty only arose when it came to that kind of enterprise which inevitably involved a monopolistic flavour—for example, a railway. Nobody was going to give money to build a railway if another railway was going to be built parallel to it at five miles distant. Here, therefore, there must be a monopoly; no doubt of a very limited kind, but still a monopoly. Again no one was going to set up a telephone system or a telegraph system if another telegraph or telephone system in the same area, serving precisely the same demand, was to be set up by a rival company. Of course, there were many enterprises of this character. As he understood it, the words at the end of the resolution were intended to deal with such situations, and he had no doubt that in many cases they did so deal. But the point was, did they deal with all of them? And did they deal with them in such a manner as to prevent international disputes? The Chairman—Mr. Hughes:

"He quite agreed as to the importance of making a full reservation with regard to particular enterprises the conduct of which was not inconsistent with maintenance of the principle, and would like very much to have the matter of possible machinery further discussed."

"Thus there is absolutely no doubt that the existence of monopolies and its necessity had been admitted and recognized at the Washington Conference."

"In the third place, prior to the Washington Conference, the question of monopolies regarding cable and radio telegraphy was brought up for discussion at the preliminary Conference on Electrical

Communications, held at Washington in October, 1920, and the Conference adopted the report recommended by the Sub-Committee on International Cable and Radio Law and Cable Landing Rights. The report reads:

"The delegates of the principal Allied and Associated Powers, met in conference at Washington, unanimously agreed to the following resolution, with a view to its being examined by the forthcoming World Conference on Electrical Communications and, if accepted, embodied in a general convention."

1. That hereafter no permit shall be granted or renewed for the landing of submarine cables or the erection of radio stations for international communications without it being expressly declared that the permission does not confer a monopoly or exclusive rights of any kind."

2. That in principle they will not in future support their nationals, diplomatically or otherwise, in seeking exclusive cable or radio concessions from non-signatory states, provided that all states adhering to the International Telegraph Convention undertake the same obligation."

3. Nevertheless, the Powers do not intend to prejudice the development of communications by cable or radio by preventing the granting of exclusive or privileged concessions for a reasonable term of years in cases where the probable traffic would not be sufficient to yield a fair return upon the capital invested in more than one system for the operation of the service in question."

"Even in the light of the Treaty and the resolution signed subsequent to the signing of the contract in question, it is quite clear that Mitsui and Company are justified in insisting upon their contract rights to their full extent in order to secure the revenues of the wireless station and the repayment of the capital and interest. The object of the arrangement in question was in effect to secure for the Chinese Government the financial success of the radio station, whereby to repay the capital invested in the enterprise. It is thus a lawful and legitimate business contract to protect the interests of the contractors as well as the Chinese Government."

"As to the mischievous rumour that the construction work has been a failure, suffice it to say that the wireless plant, after being put to a trial test, will shortly be in working order."—Reuter.

HONGKONG SHARE MARKET.

CLOSING QUOTATIONS.

APRIL, 3rd, 1923.

Hongkong and Shanghai Banks	\$1,010 b.
Union Insurance	230 b.
Canton Insurance	540 b.
China Sugars	225 b.
Kowloon Wharves	180 sa.
Whampoa Docks	163 sa.
Hongkong Lands	425 sa.
Steamboats	37 1/2 sa.
Shanghai Docks	Tls. 90 b.
Cement	27 1/2 b.
Trams	21 1/2 sa.
Ewo Mills	Tls. 15.15 b.
Langkats (combined)	Tls. 28 b.
Hongkong Hotels (old)	30 sa.
Do. (new)	20 1/2 sa.
Dairy Farms	24 1/2 b.
Electric	27 1/2 b.
Humphreys Estates	23 1/2 sa.
Watsons	16 1/2 b.
Hongkew Wharves	Tls. 203 sa.

b.—buyers; s.—sellers; sa.—sales.

WEATHER REPORT.

"Apr. 3rd at 11.15—Pressure has decreased moderately at Vladivostok and increased slightly at Shanghai. It is nearly stationary at other reporting stations."

The anticyclone appears to be central over the Gulf of Chilli."

Hongkong rainfall for the 24 hours ending at 10 a.m., 3rd April, 0.00 inch. Total since January 1st, 1.15 inches, against an average of 3.49 inches."

The forecast for the 24 hours ending at noon, 4th Apr., is as follows:

Direction: N.E. winds, moderate; sea to cloudy.

Hongkong to Gap Rock ... The same as No. 1.

Formosa Channel ... The same as No. 1.

South coast of China between Hongkong and Lamook ... The same as No. 1.

South coast of China between Hongkong and Hainan ... The same as No. 1.

HONGKONG TIDE TABLE.

From April 4th to 10th 1923.

Day of Week	Day of Month	HIGH WATER		LOW WATER	
		H'kong Standard Time	Height	H'kong Standard Time	Height
Wed.	4	11.1	6.7	4.59	2.3
Thurs.	5	0.29	6.8	5.33	2.3
Thurs.	5	11.33	6.6	5.42	2.3
Fri.	6	1.39	5.0	6.14	2.3
Fri.	6	0.29	6.8	7.47	2.3
Satur.	7	3.2	4.4	8.74	2.3
Satur.	7	1.29	4.4	9.74	2.3
Sund.	8	4.34	4.4	10.38	2.3
Sund.	8	0.5	4.5	11.10	2.3
Mon.	9	4.2	4.5	11.46	2.3
Tues.	10	5.38	4.5	11.12	2.3

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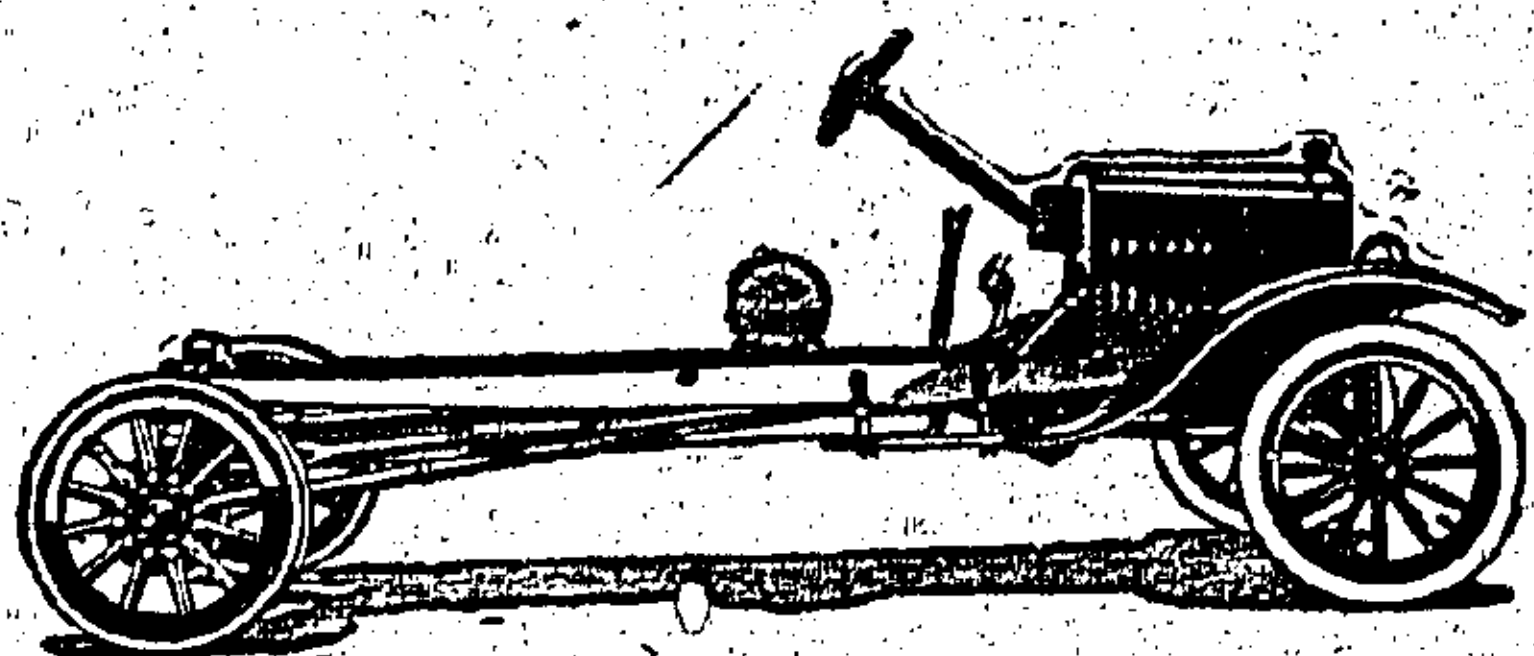
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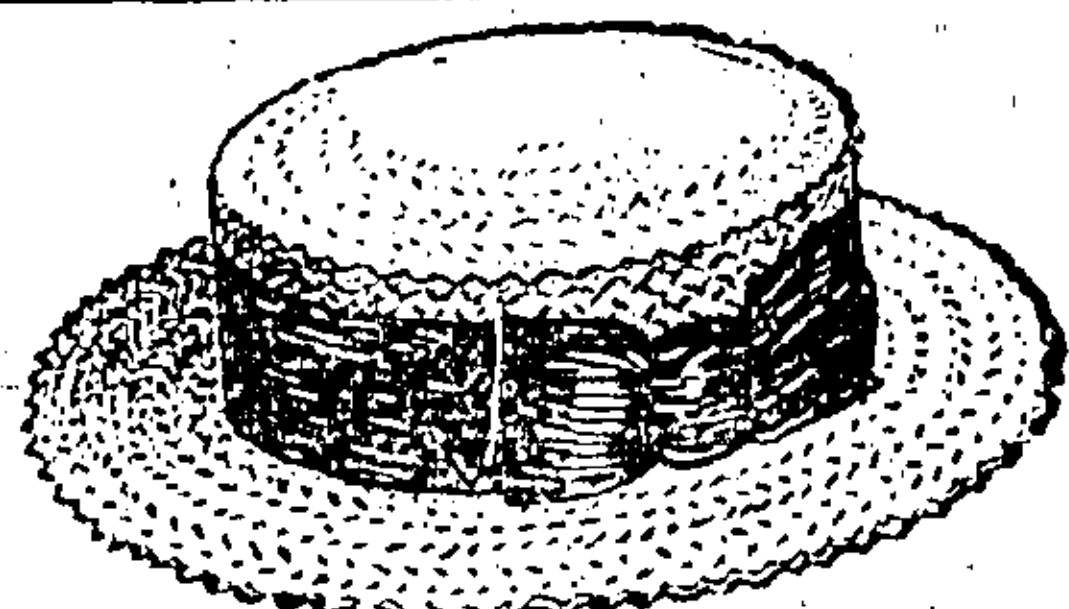
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OUR LONDON LETTER.

LORD CHANCELLOR AND THE
COERCION OF WIVES.

PROPOSAL TO ALTER AND OBSOLETE
STATUTE.

[FROM OUR OWN CORRESPONDENT.]

LONDON, March 1st.
THE STATE OF THE MINISTRY.
A certain uneasiness as to the health of the Prime Minister is greatly exaggerated. A week or so back he complained of feeling tired, and forthwith the rumour was spread that Mr. Chamberlain was coming back to the Ministry to help Mr. Bonar Law on the floor of the House. But in this case, as usually happens, rumour was ill-founded. Mr. Chamberlain says he would like to prolong his holiday, which is another way of saying that he has not quite recovered his spirits since the Carlton Club meeting, when he was made aware that he had lost the undivided confidence of the Conservative Party.

There is exaggeration, too, in the tendency to under-rate the Treasury Bench team, and to look round for recruits. But the youth and inexperience of the Ministers are righting themselves daily, and the Prime Minister is in no need to appeal to Mr. Chamberlain or any other ex-Minister who remain on the back benches to come along and lend him a hand to work the Ship of State in the present troubled waters of foreign and domestic politics. As to the ex-Ministers, their attitude is clear so far as the Government is concerned. They will support it steadily in the lobby. They will not seek opportunities of criticism; but, at the same time, neither will they volunteer their assistance in debate, though they will not withhold it when necessary. They do not regard themselves as indispensable. What Lord Birkenhead's attitude may be, however, I should not like to say.

EXCESSIVE BUDGET HOPES.

There have been debates in Parliament since the session opened on diverse subjects of great importance—unemployment, the Finance Bill, the Ruhr, Mesopotamia, and so forth—but the serious, practical business concerns finance. That will occupy all the time that can be found for debate between now and Easter and probably longer than then. What of the Budget? Is the question of the hour. Will there be any easing of the load on the drooping shoulders of the wary taxpayer?

In the known circumstances of national finance it is surprising that a House of Commons Committee, which includes shrewd financiers like Sir Allan Smith, Sir Alexander Richardson, and Mr. P. J. Hannon, should commit themselves in writing to the view that substantial reductions of taxation will be possible in the ensuing year. It is more than Mr. Baldwin is prepared to do at this time. That he will have a substantial surplus this year is certain, but he has to weigh with the utmost care the possibility of the present level of taxation producing the same amount of revenue in the next twelve months. Besides, he has to find an additional twelve millions for the American debt, and say nothing of housing commitments, and calls for unemployment. Of course, the Chancellor desires to bring down taxation, but, after all, it is little that he can hope to do.

THE COERCION OF WIVES.

Some cases in the Courts of late have probably suggested to the Lord Chancellor the wisdom of altering the law relating to the coercion of wives. Anyhow, Lord Cave has introduced a Bill dealing with the subject. It is certainly high time that something was done to abolish the old rule by which a wife who commits an offence in the presence of her husband is presumed to have committed it under coercion by him. No such rule obtains in the Dominions.

In these days, when women in this country have the fullest freedom and enjoy equality with men as citizens, when they are able to control and dispose of their own property, and can exercise the vote at elections, what is more absurd than to continue the legal fiction which calmly assumes that a woman is still the chattel of her husband? When the ancient statute that Lord Cave wants to amend was drafted and endorsed by Parliament, a married woman was to all intents the slave of her spouse, who was literally her lord and master; but now the case is altered.

As things are, a wife has privileges bolstered up by the law which place her at an advantage compared with her husband. A law suit has been before the High Court within the present week in which a husband was sued by a drapery firm for the payment of a bill for a dress, although the lady had an income of £5,000 a year in her own right—hilo he, poor man, only commands £400. Yet as the law stands he is liable for the bill. Again, if Mrs. Jones slanders Mrs. Smith and is cast in damages for the defamation of her neighbour's character, it is Mr. Jones who is responsible for payment, although he may have had nothing to do with it. A SONZA COUNTRY.

During the past few weeks the Justices in London and throughout the country have been dealing with the renewal of licences for the sale of alcoholic liquors. The reports by the Justices on the relation of drunkenness to crime and with regard to drunkenness as an offence in itself prove in a remarkable degree how sober the population really is. Generally, there has been a decrease in the number of convictions for insobriety compared with last year; in some populous non-urban districts the offenders who were punished could be counted on the fingers of one hand. This is all to the good, and may be attributed to the growth of a spirit of self-respect. A drunken man in public is nowadays something of a novelty. In spite of the record to which I have referred, which is not a temporary phase but is the continuation of a tendency towards temperance in the nation that set in years ago, the teetotalers in and out of Parliament are not content to let well alone. They are hankering after Prohibition as it is understood in the United States. But up to present this movement has made no headway at all, and I believe it is fore-doomed to failure.

"EAST OF SUER."

This week "East of Suer" comes off the stage at His Majesty's Theatre after a run of six months. It has had a large measure of success, but for the past few weeks it ceased to draw the crowded houses which are needed to make a play profitable at the famous house—the finest, in my opinion, in the West End of London. I went there

(Continued at foot of next column.)

PENANG HILL RAILWAY.

Speaking at the annual meeting of the Penang Chamber of Commerce, the President, Mr. A. W. Blackstone, said:—We were promised that the Hill Railway would be finished by next month, but we are now told that it will not be open to the public before September. I have no inside knowledge regarding Government intentions though I understand these will be made public before long. In order to make the Railway a success every inducement must be offered to applicants for building sites on the Hill and reasonable terms quoted for the transport of building material. The Hon. Mr. John Mitchell said the Penang Hill Railway, they had been told, had cost them much money and that it would not be a paying asset of the Colony. They might not recover the outlay in dividends but indirectly the community would greatly benefit if they took advantage of the Railway, and if they did not do so they had none to blame but themselves. Any one who cared to go up the hill by the Railway would realise the benefit the community would derive from living on the hill. The terms upon which land would be granted would be published shortly. The intention was to provide accommodation on the hills upon such terms that there would be no excuse for any European mercantile house not to provide sanatoria for their employees. By so doing not only would they ensure health to their staff, but provide for the longer stay in the Colony of their wives and children.

EXCHANGE DURING MARCH.

The monthly circular issued by Messrs. Rous Bros. gives the following summary of exchange for the month of March:—

	Silver (Ready)	Gold (Ready)	Gold (Sight)	Gold (Term)	Gold (Term)
Average Rate Mar.	111 1/2	111 1/2	54	8.00	
Highest Rate Mar.	112 1/2	112 1/2	55	8.00	
Lowest Rate Mar.	110 1/2	110 1/2	53 1/2	8.20	
Average Rate to date	111 1/2	111 1/2	54	8.28	
Highest Rate to date	112 1/2	112 1/2	55	9.00	
Lowest Rate to date	110 1/2	110 1/2	53 1/2	8.00	

a few nights ago to renew acquaintance with Mr. Somerset Maugham's story of the tragic blunder of an English merchant in China, marrying a woman of colour (Chinese on the mother's side) and fondly imagining that his wife would not be snubbed and ostracised by white men and women, especially the women.

Of course, here in London, the most cosmopolitan city on earth, the consequences of such a faux pas is not realised in the same way that it is abroad, and for that reason it is noteworthy that "East of Suer" had so long and prosperous a run. I could not avoid looking curiously at a couple of Chinese seated in the stalls a few rows in front of me each with a British girl by his side; and I wondered what the former thought of the moral of the play that, to borrow from Kipling, "East is East, and West is West, and never the twain shall meet" matrimonially without unhappiness, and sometimes, as Mr. Somerset Maugham tells with dramatic art, the tragedy of ruined lives.

A FATHER OF THE CHURCH.

Dr. Randall Davidson has just celebrated the twentieth anniversary of his elevation to the See of Canterbury. I was at a meeting near London not long ago when he remarked incidentally in the course of an address, "Nobody will ever stump me in geography," and he proceeded to give an illuminating survey of the Church's activities in many parts of the world. The phrase supplies the keynote of his work. He personally deals with all the correspondence he gets from abroad; and he receives on the average over a hundred letters a day from all sorts and conditions of men living in distant lands "From China to Peru."

A trusted friend of Queen Victoria, the Archbishop of Canterbury reached his high position at the age of 54 after serving successively as secretary to Archbishops Tait and Benson, and as Dean of Windsor, Bishop of Rochester and Bishop of Winchester. He is a broadminded ecclesiastic, with a sincere desire to further unity among the various warring sects; indeed, he created a precedent recently by attending a Free Church gathering in the citadel of Nonconformity, the Memorial Hall.

A day in the life of the Archbishop of Canterbury is very much like the life of any other busy man devoted to his job. It is hard work most of the time. He rises early, breakfasts, reads the newspapers, and spends the morning on his correspondence. Visitors from far and near are present at lunch, and in the afternoon there are committee meetings, interviews, and conferences. I am told that the only physical exercise he manages to obtain is a walk to the House of Lords, the sittings of which he rarely misses, or the Athenaeum in Pall Mall.

THE VALLEY OF THE KINGS.

The announcement that Tutankamen's tomb has been opened up till the Autumn has been hailed with a sigh of something like relief. The newspaper public have had a surfeit of Egyptology. There could scarcely be a better proof of the value of well-organised Press publicity than that the 3,000-year-old Pharaoh has been the news "feature" in the papers for weeks. We know a good deal more about him and his time than we do about many great, wise and eminent people who cut a figure in the world to-day.

Even more wonderful than the discovery of the inner tomb containing the mummy, undisturbed after its age-long sleep till now, was the discovery of the vast collection of furniture and ornaments and objects of art fashioned by cunning hands. This indisputable evidence of a highly developed civilisation at a time that most of the countries of Europe were inhabited by the cunning bands of savages has impressed the public mind. Perhaps it is not surprising that Egyptian designs in clothes for the fair sex are becoming extremely fashionable. It is also said that a craze for furniture curiously carved, to resemble some of that found in the Tutankamen tomb, is already giving a much-needed lift to the trade.—H.B.

CANTON'S NEED OF COMMUNICATIONS.

THE LONG DELAYED LOOP-LINE
OF RAILWAY.

VALUABLE SUGGESTIONS BY MR.
A. H. HARRIS.

The following Memorandum upon the importance of good communications in the interests of trade and revenue, with special reference to the Canton-Hankow and Canton-Kowloon Railways has been written by Mr. A. H. Harris, Commissioner of Customs at Canton, for submission to the Chinese Chamber of Commerce in the city:—

The writer has been Commissioner of Customs in Hubei at Yichow and Changsha, which sort he had the privilege to open in 1904, and also in Kwangtung, at its capital and elsewhere. Impressed with the great possibilities of trade and development that await and demand attention he offers the following remarks for consideration.

Successful trading depends among other requirements, very largely upon good communications. It is a surprise to me that the Cantonese, who are second to none as traders with a long history of trade behind their city, are yet backward in the development of communications that are awaiting, indeed crying out for development. Three, in especial, await attention. These are the removal of the obstruction in the upper harbour—where the Fish Guild have hitherto blocked every attempt to free the foreshore off Wongsha—the terminus of the railway from Hankow; the dredging of the second bar, with which may or may not be combined the development of a sub-port at Whampoa; and the linking-up of the Chinese Kowloon rail-line with the Hankow line of railway.

It has been represented even in such a reputable paper as the *Saturday Evening Post* that the British are opposed to such developments as the railway and sub-port projects, and, with curious inconsistency, it has also been represented that the Cantonese are opposed to the rail connection on the ground that the prosperity and trade of the City will be injured. The ghost of British opposition, which never existed, has been, it may be trusted, finally laid by the statements in the report of the Directors of the Hongkong and Shanghai Bank for 1922 and in the comments in the various Hongkong daily papers; and, again, in the conversations held by Dr. Sun Yat Sen with the Hongkong Government in February last. I will not labour this point. The object of this memorandum is to endeavour to remove the reported unwillingness to see a girder rail around the City on the ground that the City's trade will suffer. On the contrary, the trade of the city and the revenues of the Government, both rail and Customs receipts, are now kept at a standstill.

The City of Canton is a very large one; distances from east to west and from north to the Pearl River are very great. Take the case of a resident living near the East Gate, at Tungshan, or by the North Gate, and wishing to travel by rail from Wongsha to the north. He has to go many li by chair or by boat before he can enter the car of the northern line; so with a resident in the western suburbs who wishes to travel to Sheklung or Hongkong by the southern route. If the day is wet and cold the miseries of the journey are multiplied. For travellers from Hongkong, and the busy towns reached by the East River, proceeding to the north, the inconveniences are much greater than for residents. And so, vice versa, with passengers from the northern line for the East City or the Kowloon railway. The handicap from which goods suffer under the present want of system are still greater.

In order that residents, passengers, and goods may move freely between important centres as Sheklung, the East River towns, and Hongkong, with its great shipping lines, and between Canton and the large cities of Kwangtung, Hunan and Hubei to the north, a railway line, in addition to the main road now slowly under construction along the river front, to connect the present existing railway lines, now far apart, is very necessary. Rail connection between the two stations of Taisatow and Wongsha, and sub-stations at convenient points near various parts of the city, must be made. Land around the city is increasing in value from year to year, nay, from month to month, as speculation is very busy; and the longer the determination of the connection is postponed, the more costly will it be and the greater the disturbance to private property. Whether construction can be actually put in hand now or later, a survey of the route should be made, the land staked out and acquired as soon as possible.

This junction line, or girder railway, should consist of two separate lines for "through" and "suburban traffic." It will, no doubt, be necessary to double both these lines in the near future, and it is very necessary that provision should be made for this in taking up the land. In a city of such density of population as Canton a single line for the suburban traffic will soon be found insufficient, and some future day the double line for suburban traffic will be electrified. The line for suburban use will stimulate business and facilitate transport of heavy articles from one part of the city to another. Manufacturers are everywhere springing up and rail connection for Wongsha, Taisatow, or beyond, is a necessity.

In looking at this question of a junction line, the position of Canton as a growing city and the capital of a rich province must not be overlooked. It is difficult to over-stress its importance. A central railway station is imperative. Neither of the present terminal stations meets the requirements of Canton even now, and still less of the Canton of the future. The inconveniences experienced in other places owing to ill-placed railway stations should serve as a warning to Canton.

A principal or central station, principally for passenger traffic, must be built at a suitable point on the girder line. The Taisatow station on the east will become a large suburban traffic centre, while the Wongsha station on the west will become the principal station for handling goods—not intended for Hongkong or the East River—on account of its river and wharfage facilities. At Tungshan, near Taisatow, ground is available for workshops and general repairs, a China "Swindon" will there be called into existence.

In this connection it must be borne in mind that before long there will be but one railway organisation in China, administered from a Central Board. It must follow that the present two lines running into Canton with separate staffs and offices must be amalgamated and administered as one. Until such general unification takes place a working agreement must be negotiated for the two lines—unprofitable as such an arrangement will be compared with a single control office and staff.

A fear seems to exist that the junction of the two present lines will mean a loss of business to Canton. This is impossible. The bulk of the goods coming in from the north will be for Canton—the great consuming centre, the manufacturing and distributing city for the Delta; and the girder line will facilitate distribution to local points without change of conveyance.

"What about Hongkong?" the critic exclaims. Owing to the cheapness of water-borne carriage the bulk of the produce arriving by rail will be loaded at Wongsha on to junk or steamer. Parishable articles, very valuable goods, and to some small extent coal, metals, and stone (for cement works) from the northern line will be carried through direct to Hongkong. But Canton will become the coal market of the province, and Wongsha its chief distributing station. In place of the Fish Market rats now obstructing the fairways and preventing bund and wharf construction, there will be good wharves and jetties to serve vessels of all kinds. To facilitate the coding of vessels lying in the Hongkong harbour it is certain that coal junks or lighters, loading at Wongsha coal yards, will do a good trade.

"What about Whampoa?" another critic asks. Whenever the development of a sub-port at Whampoa takes place the Kowloon rail-line is at hand to assist in its development. It runs but a few miles from the present proposed site, and the laying of these few miles will place the port, its wharves, and its shipping in immediate through and rapid connection with Canton itself; and, by means of the girder line, with the hinterland of the Province and the great cities that lie along the northern railway—a facility that can be offered by no other reasonable or economical project.

It is a universal experience that where communications are provided and facilities offered, an increase of trade results; and with an increase in the movement of goods there is an advance in revenue collection as freight and as duty. The writer has no financial interests to serve, while his independent position as a member of China's Civil Service enables him to speak without being looked upon as favouring any private scheme. And his long service in China—now covering 40 years—enables him to appreciate the great trading qualities of the Cantonese and to stress the necessity for increased traffic facilities, to advocate the saving of time and labour, and thereby the encouragement of increased production with its attendant profits to the trader and to the Government.

It remains to add that this memorandum was in the main written last year awaiting a suitable opportunity to use, and that the writer is indebted to Mr. Boothby, the Engineer-in-Chief of the Chinese Railways in the south, for suggestions and criticism.

A. H. HARRIS.

Canton, March, 1923.
N.B.—Canton-Kowloon 111 miles, with 69 miles of Chinese Government line.

IPOH SWEEP SENSATION.

The Ipoh police have applied for summonses against the president, clerk of the course, secretary and committee of the Ipoh Gymkhana Club for alleged breaches of the Gaming Enactment. Also, it is understood, that summonses have been applied for against half-a-dozen other members of the local community in connection with the recent sweep. It is learned that about 14 leading residents, including all officials of the Ipoh Gymkhana Club, have received a summons to appear before the magistrate on a charge under the Gaming Enactment in connection with the recent \$60,000 sweep. The trial is fixed for April 4th. A Singapore lawyer will probably lead the defence.

FIEUZAL GLASSES

Out of doors there is nothing so restful and comfortable for the eyes as the light reflected from green fields and trees; the absorption of the ultra-violet and orange rays by the chlorophyll of the leaves; hence the introduction of Fieuzal Glass, yellowish green in colour, which is produced in several shades, and lenses made of this may be worn as a protection to tone down excessive light and glare. Fieuzal lenses of any prescription in either regular or Toric forms are manufactured by the Hongkong Optical Co., successors to Clark & Co., Manufacturing and Refracting Opticians, 53, Queen's Road Central.—Advtr.

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SPORT.

THE TENNIS TOURNAMENT.

THE RUMJAHN BROTHERS DEFEAT
YVANOVITCH AND WONG
PO KEUNG.

The first match to be played off on the court in front of the newly erected stand was played off yesterday before a fairly large gathering of spectators, when the brothers O. and H. O. Rumjahn met and defeated V. Yvanovitch and Wong Po Keung by three sets to one in the second round of the Open Champion Doubles.

The match was well-contested from start to finish and at times some bright tennis was witnessed; especially when the pairs worked up to the net and commenced short range volleying. In this H. D. Rumjahn was seen to great advantage, and for his good work he came in for a lot of applause. He was, if anything, the better player of the brothers and could always be relied upon to get back a difficult ball. His brother improved as the game went on, and to his lot fell most of the smashing. He got in some nice strokes, but was not altogether too safe. Of their opponents, Yvanovitch gave a bright display of smashing and, despite his handicap in size, his work at the net was pretty, his smash shots being unreturnable. Wong's forehand driving was the outstanding feature of his play, and when his drives came off they could only be sent back with difficulty.

On the run of the play the Rumjahns deserved their victory. Their opponents opened well and took the first set with ease. The Indians took some time to get into their stride, but in the second set which went to 10-8, they did much better. Particularly good were they in pulling round a losing game. This could not be said for their opponents. In the third and fourth sets, the Rumjahns, by their consistency, wore out their opponents and they had no difficulty in claiming these sets, 6-4, 6-2.

The results of yesterday's matches are as follows:—

OPEN CHAMPION DOUBLES.

A. Eveleigh and A. S. Lindell beat C. Wilson and L. Forster, 6-2, 4-0, 6-0, 6-2; O. and H. D. Rumjahn beat V. Yvanovitch and Wong Po Keung, 2-0, 10-8, 6-4, 6-2.

HANDICAP SINGLES "A."

E. R. S. Dods (-2/6) beat G. W. Sewell (-1/6), 6-4, 6-2.

HANDICAP SINGLES "B."

C. M. Wilson (+5/6) beat J. Hancock (-2/6), 7-5, 8-6.

TODAY'S MATCHES.

The match to be played at the stand court this afternoon is another Open Champion Doubles game. The Lo brothers are to meet R. E. Worthington and H. Hancock. This should be a most interesting game.

Another good match will be that between S. E. Green and S. A. Rumjahn in the Open Champion Singles.

INTERPORT HOCKEY.

A Reuter's cable states that Shanghai defeated the Hongkong Garrison by four goals to nil.

ROBBERS FOILED.
BUT FOKIS SHOT.

An unsuccessful attempt was made by armed robbers on Monday to rob the premises 82 and 84, Des Voeux Road West, occupied by a Chinese firm of merchants. At about 4.20 in the afternoon the accountant of the firm was on the premises when six robbers walked in armed with revolvers. His foks immediately raised the alarm, and the robbers fired on them, wounding one man in the chest, and another in the thigh. They then made off as fast as they could without stealing anything at all. The two injured foks have been conveyed to the Government Civil Hospital.

TOMORROW'S CONCERT AT
GOVERNMENT HOUSE.

The programme of the concert to be given at Government House to-morrow evening in aid of welfare work in London is as follows:—

1. Piano Solo, Papillons (Schumann), Mr. Eric Rice.
2. Songs: Two Chinese Lyrics (York House), Two Songs of Sorrow (Coleridge Taylor), Mrs. MATTHEWSON.
3. Two Pianos, Fantaisie: (a) Barcarolle (Debussy), (b) L'Amour, (c) Les Larmes, (d) Piquees (Rachmaninoff), Mrs. HARRY ONE and Mr. ERIC RICE.
4. Songs: "Don't Come in Sir, Please," "Sorrow" (Ogilby Scott), "Go not, Happy Day" (Ogilby Scott), Mrs. MATTHEWSON.
5. Piano Solo, Bolero, Nocturne in F minor, Nocturne in C minor (Chopin), Mr. ERIC RICE.

SUMMARY COURT.

(BEFORE HIS HONOUR THE JUSTICE JUDGE
(MR. R. H. J. COMPTON)).

THE BASKET TRADE.

CLAIM FOR BREACH OF CONTRACT.

A case was heard yesterday morning in which Ho Chuen Koo, a basket maker, sued the Yuen Wo Company, for breach of contract. The plaintiff claimed \$61 damages for breach of a Chinese contract dated February 3rd for the delivery of 140 vegetable baskets. The amount claimed represented the balance due for a number of baskets tendered to defendant and not accepted by them.

Mr. C. A. S. Russ, appeared for the plaintiff, and Mr. D. McCullum represented the defendant.

Mr. Russ said that the plaintiff agreed with defendant for the sale and delivery of 200 vegetable baskets at 50 cents each. Sixty were delivered and paid for by the defendants. At the time of delivery 40 were not quite complete. Delivery of these was later tendered but they were refused by the defendant's firm. They had apparently been able to get cheaper baskets elsewhere. They refused delivery on the grounds that the goods were not up to sample. The damages at first sight, said Mr. Russ, would appear rather unreasonably, but the baskets were required for a special purpose—for the export trade to Singapore and there were only eight firms in the Colony engaged in this line of export, so that there was not a ready market. The baskets were eventually sold to a wine and spirit firm. They were not suitable for this class of trade and had to be sold for the price of the bamboo.

Mr. Russ then detailed the cost of making a basket: cost of material, 30 cents; work, about 40 cents and the balance was profit. The profit was small and did not exceed more than \$10 if the price had been paid.

Mr. McCullum said that the defendants ordered some baskets. They accepted delivery of them. Then on the strength of this they ordered another 200. The plaintiffs tendered delivery of 60 of these but they were not up to the previous lot so they rescinded the whole contract.

After some further delay the defendants agreed to accept the 60 at a reduced price. It was thought at a reduction of 25 per cent. The original price was 80 cents. They accepted them at 60 cents.

Plaintiff in the witness-box said that he was compelled to sell the baskets at 15 cents each.

Cross-examined witness said that the rejected baskets were slightly smaller than those delivered on the first occasion.

His Honour awarded judgment for the defendants with costs.

THE HONGKONG REGATTA.
THE INTERPORT ROWING.

In connection with the recent Interport Rowing Regatta held at Hongkong, Mr. F. W. Scholbohm writes to the N. C. Daily News as follows:—

While the water in which we rowed was not as smooth as our Heanli course, it was more buoyant and consequently faster, and the slight chop did not hinder either crew. As a matter of fact, the Hongkong crew did not have the opportunity to practise as much as we did, during the last week of training, as their men were occupied in the morning hours with their business duties, and we had this extra time to develop and perfect ourselves with the benefit and advice of the Hongkong men as regards the best places and times to row, and I do not consider that we had any handicap upon entering the races.

It appeared to me, judging from the report necessary at the time, that we did not "walk away" from our opponents at the start, as stated, but that the race was stubbornly fought out by Hongkong to the finish. Their men rowed a good, honest stroke and race right up to the finish, even after it was apparent that the lead was ours, and I wish to say again as I did in Hongkong, that the Hongkong crew and men gave us a good race, and that the outcome of the race Regatta, in which we all trust they will participate, and give us a chance to return their hospitality, will be decidedly in doubt until the actual finish, as these men have learned a lesson as to preparedness and the necessity of training, and Mr. Logan, a member of the Hongkong crew, has promised to try and get together, a light crew rowing a different style, and incidentally, along our methods, to compete in the Spring of 1924, when they will try to regain their flag.

After the enthusiastic and whole-hearted way these men planned, and successfully carried off their Regatta, it would indeed be a pity if they were to be disappointed by a pity to lag. Interport Rowing were allowed to lag, and I trust that our Club Officers and members will do all within their power to carry on and "keep going" the spirit of Sport which the Hongkong Club have so splendidly shown in all they have done with and for us.

The handsome Smyth and Blair trophies for the Interport Four and Pairs won by Shanghai at the Hongkong Regatta, were to be on view in Messrs. Boyes, Russell's window, 25, Nanjing Road. The colours brought back by Shanghai and cups presented to individual members of the winning crews were also to be seen.

FLAW IN THE MERCHANTS'
SHIPPING ORDINANCE.

ORDINANCE NEEDS AMENDING.

An interesting legal point was raised in a case heard at the Marine Magistrate's Court, before Commander C. W. Beckwith, R.N., yesterday morning in which two men named Leung Kau, and Leung Wei were charged with unlawfully and wilfully throwing things unlawfully obtained into the water, for the purpose of preventing seizure or discovery.

Mr. Leo d'Almada appeared to defend, the defendants pleading "not guilty" in answer to the charge.

A Chinese watchman at the Taikoo Dock said he saw the two defendants rowing a boat towards the sea wall at Taikoo Dock at 8.30 p.m. on March 29th. Witness called out to them to stop but they took no notice. He saw them throw six heavy bags overboard near the No. 3 slipway. The bags had not been recovered. Witness chased the defendants in a motor boat and caught them. They were afterwards handed over to the police.

Cross-examined by Mr. d'Almada, witness said it had been reported to him that things had been lost from the Dock.

An Indian watchman employed at the Taikoo Dock who went with the last witness in the motor boat, said the defendants refused to allow them to search their boat. They tried to board the boat and in the struggle the defendants threw six heavy bags overboard.

Mr. Smethurst, in charge of the watchmen at Taikoo, told his Worship that a lot of stealing was going on from the Dockyard. There were 12 watchmen on duty at the Docks. They suspected that parts of machinery were being taken out of the Dock. They could not take it out by the Dock gates, so they suspected that parts were being taken out by the sea.

Mr. d'Almada said that according to the wording of the Ordinance and from the evidence put forward by the prosecution he had no case to answer. The section of the Merchants' Shipping Ordinance under which the charge was brought said:—

"For the purpose of preventing seizure or discovery of any material, furniture, stores or merchandise, belonging to, or having been part of the cargo of any vessel lying in the waters of this Colony; or any other articles unlawfully obtained from any such vessel, wilfully lets fall or throws into the waters aforesaid or in any other manner conveys away from any vessel, wharf or quay or any landing place or any person who is an accessory to such an offence."

It had not been proved, Mr. d'Almada said, that the bags were part of the cargo of any ship lying in the waters of the Colony and, unless that was proved he had no case to answer and, until the Ordinance was amended he had no case to answer. It was the duty of the prosecution to prove beyond doubt that the material was taken from any ship, quay or wharf. There might have been strong suspicions, Mr. d'Almada continued, that these men had taken the bags from Taikoo, but it had not been proved. He was arguing purely on a point of law.

The Magistrate: I quite agree that it is time that the Ordinance was amended. The case against the defendants is dismissed.

His Worship added that it was with reluctance that he was compelled to dismiss the case. "I hope the Police at Taikoo will get these people red-handed another time," he concluded.

ANOTHER JUNK PIRACY.
ONE PIRATE KILLED.

Following hard on the heels of the piracy of a Shaukiwan junk on the 22nd March comes the report of a further piracy under similar circumstances during the following day. It seems that at about eight o'clock in the morning a cargo junk was proceeding from Hongkong to Pinghoi with a crew of twenty and a general cargo. They were overtaken by a three-masted junk containing about twenty-five men, and these latter opened fire on them with rifles and revolvers. The trading junk returned the fire, and a two hours' battle followed. Eventually the pirate junk managed to draw alongside, and thirteen armed men boarded the trading junk. Four of the latter's crew were wounded, and one of the pirates was killed. The raiders gained the upper hand, and looted the ship, carrying away with them cargo and belongings to the value of \$2,253.00.

They remained on the junk till night fall, and when they left they took away with them the body of their confederate killed in the fight. They made off in the direction of Waichan.

CROWN LAND SALE.

An interesting sale of Crown land took place at the office of the P.W.D. yesterday afternoon. The plot sold was the piece of land known as Kowloon Inland Lot No. 1557, in Battery Street. The area is about 3,380 square feet, and the annual rental is \$50. This was practically the last piece of land to be sold in Battery Street.

The attendance was not so large as has been the rule at Crown Land Sales recently. The bidding appeared to be confined to Chinese. The upset price of the property was \$18,400, but the bidding started at \$20,000, and went up fairly steadily to \$41,000. Here the bidders showed an inclination to halt, the land was eventually knocked down to three Chinese for \$42,900. The purchasers were Messrs. Poon Hi Ting, Cheung Wing Shing, and Liu Kam Chuen, of 29, Lee Yuen Street. The land was sold, therefore, at roughly a little over \$11 per square foot.

A REMARKABLE ESCAPE.

RUN OVER BY MOTOR-CAR AND NOT INJURED.

A small Chinese boy had a remarkable escape from being either killed or seriously injured on Monday. He was playing in Caine Road, just opposite the Italian Convent, when motor-car No. 168 driven by Mr. Hickory of Brunner Mond and Company, came along the road. The horn of the motor car was sounded twice but the boy did not apparently hear it. He walked right in front of the car and was knocked down. One of the front wheels, according to the boy's own story, passing over both of his legs. The car was stopped and it was found that the lad was practically unharmed except for one or two slight cuts on the body.

A SMALL BOY'S THEFT.

SAILOR'S JACKET ROBBED WHILE OWNER PLAYS TENNIS.

Sentence of seven days' hard labour was passed on a small Chinese boy at the Magistrate's Court yesterday morning for stealing a number of cigarettes from a cigarette case left in the jacket pocket of a European sailor, while he was playing tennis at Happy Valley.

When the boy first came before him, the Magistrate (Mr. J. R. Wood), looked hard at him, and remarked: "This same lad was up here last week for a similar offence. Then he was discharged. Is there no-one to look after him?"

Police evidence showed that the boy was an orphan, and native of Canton. He told the police when he was arrested that he had had no food to eat for the last few days, and no home to go to, so he stole the cigarettes merely for the purpose of keeping himself going.

His Worship sentenced the lad in order that he might be kept in safe custody, until it could be decided what was to be done with him.

SCOUTING AS AN EDUCATIONAL
TRAINING.

Hongkong's Boy-Scouts are to have a Jamboree at the City Hall on the 13th and 14th inst. at which demonstrations in Scout Craft will be given. The value of this movement is widely acknowledged. Viewing educational training merely from the point of the acquisition of knowledge, it must be admitted that there is much in a boy's life left untouched by the formal lessons given in a classroom. The Boy Scout organization supplies this need. Its aim is the development of good citizenship among boys by individual character training in resourcefulness, observation, obedience, and self-reliance; by inculcating loyalty and thoughtfulness for others; by teaching them services useful to the public, and handicrafts useful to themselves; and by promoting their physical development and hygiene.

Scout training takes the individual boy, and through attractions of organization, activities, and awards, develops for the purpose, it urges him on to develop himself in the four directions towards citizenship given above. It endeavours to supply training rather than teaching, education rather than instruction, character education instead of passive reception of ideas.

Many schoolmasters have taken up Scouting among their boys for helping their character training and discipline, and have found it is a splendid method of training. It makes the acquisition of knowledge a living process.

Lord Rosebery has said: "Schoolmasters ought to be interested for their own benefit in the Boy Scouts. If they can get the influence that the Boy Scout movement gives the schoolmaster, if they can get that influence over their boys in playtime, that at present some of them have an inculcable reward in the formation of the character of their pupils, far the most important education they can impart."

TABLE DAINTIES & SAVOURIES

Hummel's Pate de foie Gras No. 10...	per tin	\$3.00
" " " " " 12...	"	2.00
" " " " " 14...	"	1.10
Puree de foie Gras...	"	.50
Russian Caviare...	"	5.90
Chicken a la King...	per jar	1.25
Turkey Hash...	"	.55
Spaghetti & Chicken Layers...	"	.55
Devilled Chicken...	"	.90
" Turkey...	"	.90
Welsh Rarebit...	"	.90
Truffled Boar's Head...	in Glass	1.60
Game Galantine...	per tin	2.75
Ox Tongues Paysandu...	"	4.30
Libby's Ox Tongues...	"	

No. 1, \$3.50; No. 2, \$5.00; No. 3, \$6.00

LANE, CRAWFORD, LTD.

LANE, CRAWFORD, LIMITED.

EST. 1850.

SHIPCHANDLERY DEPT.

COMPLETE SHIPS' OUTFITS.

DECK AND ENGINE ROOM STORES.

OILS, PAINTS AND VARNISH IMPORTERS.

ENGINEERS' TOOLS, INDICATORS, COUNTERS, Etc.

PACKING AND ASBESTOS GOODS.

AGENTS FOR DOBBIE MOINNES' NAUTICAL SPECIALITIES.

GILBERT

AND

SULLIVAN

OPERAS

ON

COLUMBIA RECORDS

AT

ANDERSON'S

OPPOSITE WISEMAN'S.

TEL. 1323

Powell

TELEPHONE C. 3148.

GENTLEMEN'S TAILORS AND BREECHES MAKERS.
We have just received a new consignment.

of

HIGH-CLASS
SUMMER SUITINGS

SUBSTANTIAL LIGHT-WEIGHT MATERIALS

INCLUDING

SMART LINENS, COTTONS AND SILKS.

FANCY CASHMERES.

WORSTEDS, FLANNELS, SERGES,

etc., etc.

"TAIPO" CLOTH

This is a new fabric and the ideal cloth for SUMMER WEAR.

NEW ADVERTISEMENTS

REISS & COMPANY.

WE have this day authorized Mr. CHARLES VERNON MARK to sign our Name per procuratione as Manager of our Insurance Department.

Dated this Third day of April, 1923.

REISS & CO.

657

NOTICE.

NOTICE IS HEREBY GIVEN that pursuant to the reconstruction agreement made between ARNHOLD BROS. & CO., LTD. and HARRY MONTAGUE MARK, the Liquidator thereof and others and this Company, this Company has from the 1st APRIL, 1923, acquired the undertaking of ARNHOLD BROS. & CO., LTD., and will henceforth carry on the business heretofore carried on by that Company.

ARNHOLD & CO., LTD.

Hongkong, 1st April, 1923. [657]

HONGKONG TRAMWAY CO., LTD.

(INCORPORATED IN THE UNITED KINGDOM).

NOTICE IS HEREBY GIVEN that the ORDINARY GENERAL MEETING of the HONGKONG TRAMWAY CO., LTD., will be held at the Offices of Messrs. JARDINE, MATHESON & CO., LTD., PEDDER STREET, HONGKONG, on WEDNESDAY, the 11th day of APRIL, 1923, at 12 O'CLOCK Noon, to transact the Ordinary Business of the Company.

By Order of the Board,
W. E. ROBERTS, Secretary.

Hongkong, 5th February, 1923. [651]

GANDE, PRICE & CO., LTD.

NOTICE IS HEREBY GIVEN that the SIXTEENTH ORDINARY ANNUAL MEETING of the Company will be held at the Company's Office, 8, QUEEN'S ROAD CENTRAL, at 12 O'CLOCK Noon, on WEDNESDAY, the 11th day of APRIL, 1923, for the purpose of receiving the Directors' Report and Statement of Accounts for the year ending 31st December, 1922.

The TRANSFER BOOKS of the Company will be CLOSED from the 4th to the 11th April, 1923, both days inclusive.

By Order of the Board of Directors,
C. BOND, Secretary.

Hongkong, 3rd April, 1923. [656]

THE HONGKONG ELECTRIC CO., LTD.

(INCORPORATED IN THE UNITED KINGDOM).

NOTICE IS HEREBY GIVEN that the THIRTY-FOURTH ORDINARY GENERAL MEETING will be held at the Company's Office, 8, QUEEN'S ROAD CENTRAL, on SATURDAY, 21st APRIL, 1923, at 11:30 A.M., for the purpose of presenting the Report of the Directors together with a Statement of Accounts to 28th February, 1923, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 14th to the 21st April, 1923, both days inclusive.

By Order of the Board of Directors,
GIBB, LIVINGSTON & CO., LTD., Agents.

Hongkong, 4th April, 1923. [655]

PARTICULARS AND CONDITIONS OF SALE OF VALUABLE LEASEHOLD PROPERTY.

74, CAINE ROAD, HONGKONG

To be Sold by PUBLIC AUCTION,

TUESDAY, the 17th day of APRIL, 1923, at 3 O'CLOCK, P.M.

by Messrs. LAMBERT BROS., Auctioneers, at their Auction Room, DUNDRELL STREET, HONGKONG.

The Property Consists of—

All that Piece or Parcel of Ground registered in the Land Office as Inland Lot No. 2300 together with the messuages and premises thereon known as No. 74, Caine Road.

The dwelling House is most commodious and would be suitable for a large family house or hotel.

The House faces the Harbour and is situated in a very valuable quarter of Hongkong commanding a splendid view.

There are 16 Large Airy Rooms, Spacious Garden and Lawn with Garage attached, also Extensive Roof Garden.

Every modern convenience, Hot and Cold Water System and Electric Light and Gas.

There is an Extensive Basement and Excellent Servants' Quarters having separate entrance.

Extensive Verandahs on Three Floors and amongst other conveniences there are Two Bathrooms, Two Kitchens, Storeroom and Linen Room.

An Excellent and Attractive Investment.

The Premises are held under a Crown Lease for the term of 999 years from the 1st day of September, 1867.

The Vendor would be prepared to leave half the purchase money on Mortgage at current rate of interest on the day of Auction.

For further particulars apply to Messrs. LAMBERT BROTHERS, The Auctioneers, Dundrell Street.

Messrs. D'ALMADA & MASON, Solicitors for the Vendor, 33, Queen's Road, Central.

Dated the 4th day of April, 1923.

D'ALMADA & MASON, Solicitors for the Vendor.

TO LET.

SEVEN-ROOMED DETACHED HOUSE with Tennis Lawn and Garage for Two Cars.

Apply to—

FERCY SMITH, SETH & FLEMING.

NEW ADVERTISEMENTS

CITY HALL.

TWO PIANO RECITALS

by ALEXANDER SKLAREVSKI

(WORLD FAMOUS PIANIST)

to be given on

MONDAY, 9th APRIL, at 5.30 P.M.

and

TUESDAY, 10th APRIL, at 8.15 P.M.

Booking at MOUTRIE'S

[653] CKETS—45 and 25.

G. R.

GOVERNMENT BILLS, ETC.

TENDERS for SPECIE and MEXICAN DOLLARS current in this Colony, for telegraphic transfer, on the Lords Commissioners of His Majesty's Treasury, London, up to and for the sum of £100,000, will be received by the TREASURY CHEST OFFICER, COMMAND PAY OFFICE, until 11 o'clock A.M. on the 4th April, 1923.

The Tenders to state the total amount (in pounds sterling) No telegraphic transfer will be made for less than £100.

The Tenders to be in duplicate, and in sealed covers, addressed to the TREASURY CHEST OFFICER, COMMAND PAY OFFICE, and endorsed "TENDERS FOR GOVERNMENT BILLS, ETC."

The right to accept or reject any or all of the Tenders is reserved.

Copies of Forms of Tender can be had on application.

Persons tendering for (Bills) are hereby notified that, having regard to the provisions of the Acts 32 George III, Cap. 45 and 41, George III, Cap. 52, the acceptance of any such Tenders is subject to the express condition that no Member of the British House of Commons shall be admitted to any share or part in or to any benefit to arise from the Contract thereby made for the allotment of such (Bills).

"The provisions in question do not apply to Contracts entered into by any incorporated Company in its corporate capacity and made for the general benefit of the Company."

R. A. DOBBIN, Lieut.-Colonel, Treasury Chest Officer, R. & P.O. His Majesty's Treasury Office, Hongkong, 4th April, 1923. [654]

ASSOCIATION OF EXPORTERS AND DEALERS OF HONGKONG.

THE ANNUAL MEETING of the MEMBERS of the ASSOCIATION OF EXPORTERS AND DEALERS OF HONGKONG will be held on THURSDAY, APRIL 5th, 1923, at 4 O'CLOCK precisely, in the OLD CHAMBER OF COMMERCE ROOM, CITY HALL, for the following purposes—

1. To receive the Report and Accounts of the Committee for the year ended 31st December, 1922.
2. To elect a New Committee.
3. To transact any General Business.

By Order,
D. K. BLAIR, Secretary.

Hongkong, 29th March, 1923. [639]

DISS BROS.

NOTICE IS HEREBY GIVEN that I have THIS DAY Sold to MACKINTOSH & COMPANY, LIMITED, the Stock-in-Trade and Goodwill of the Business hitherto carried on by me under the style of DISS BROS., at Alexandra Building, Victoria, Hongkong, Tailors.

All Claims and Accounts unsettled Up to This Date will be paid and discharged by me. Dated the 2nd day of April, 1923.

A. C. DISS.

MACKINTOSH & CO., LTD.

NOTICE IS HEREBY GIVEN that We have as FROM THE DATE hereof Acquired the Stock-in-Trade and Goodwill of the Business—hitherto carried on by ARTHUR C. DISS under the style of "DISS BROS." at Alexandra Building, Victoria, Hongkong, Tailors, and We intend to carry on such Business in our Tailoring Department.

All Claims and Accounts unsettled Up to This Date will be paid and discharged by the said ARTHUR C. DISS.

L. Dated the 2nd day of April, 1923.

MACKINTOSH & CO., LTD., F. A. MACKINTOSH, Managing Director.

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD. AND CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Company's Steamer

"PERSEUS" are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will be at Consignee's risk and subject to terms and conditions of storage at Holt's wharf. The Cargo will be ready for delivery from Godown on and after 2nd April.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chipped, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 A.M. and 1.15 P.M. within the free storage period.

No Claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 7th April will be subject to rest.

All Claims—against the Steamer must be presented to the undersigned on or before the 21st April, or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 1st April, 1923. [649]

INTIMATIONS

THE HONGKONG JOCKEY CLUB.

THE FIRST GYMKHANA MEETING will be held (Weather Permitting) at HAPPY VALLEY on SATURDAY, 7th April, commencing 3 P.M.

The Charge for Admission to the Public Enclosure will be \$1.00.

Soldiers and Sailors in Uniform Half Price.

Members are advised that they must show their Badges to obtain admission to the Members' Enclosure.

Each Member has the right of introducing a non-member to the Members' Enclosure, Tickets for whom can be obtained from the Secretary at \$5.00 each up to Friday, 6th April. The Stewards invite the ladies of Hongkong to be present.

ISSUE OF 6% FRENCH TREASURY BONDS.

PRICE OF ISSUE FRs. 99 FOR FRs. 100 OF FACE VALUE.

FREE OF TAXES.

NO PRIZES.

BONDS OF FRs. 500 AND FRs. 3,000 EACH.

REPAYABLE at [Holder's Option] as follows:

On the 8th of December, 1925 at par.

On the 8th of December, 1926 for Frs. 103.

On the 8th of December, 1927 for Frs. 108.

Compons payable on the 8th of June and 8th of December of each year.

1st Compon paid in full on the 8th of June, 1923.

Payable EITHER in cash, OR by Remittance of 1921 Treasury Bonds due 8th June, 1923.

Subscription List will be Closed on the 4th of April, 1923.

Applications will be received by THE BANQUE DE L'INDO-CHINE, Prince's Building, Charter Road, V. MARBOT, Manager.

Hongkong, 6th March, 1923. [495]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, on WEDNESDAY, the 11th APRIL, 1923, commencing at 3 P.M., at their Sales Room, DUNDRELL STREET.

ONE SET OF MINT MACHINERY.

This lot comprises a complete set of Mint Machinery capable of producing 100,000 (One hundred thousand) pieces 20-cent (Twenty cent) coins or 200,000 (Two hundred thousand) pieces 10-cent (Ten cent) coins per working day of 10 hours.

Further particulars and inspection orders may be obtained from Messrs. GILMAN & CO., LTD., or the Undersigned.

Terms—20% of Purchase Money to be paid on Fall of Hammer. Balance to be paid within two weeks of day of sale.

LAMBERT BROTHERS, Auctioneers.

PARTICULARS OF VALUABLE LEASEHOLD PROPERTY

Situate No. 12, WING HING STREET, VICTORIA, HONGKONG.

To be Sold by Order of the Mortgagee

PUBLIC AUCTION, IN ONE LOT

ON MONDAY, The 14th Day of MAY, 1923, at 3 O'CLOCK P.M.

By Messrs. LAMBERT BROTHERS, At Their Office, DUNDRELL STREET.

THE Property consists of First ALL THAT piece or parcel of ground situate at Victoria in the Colony of Hongkong and registered in the Land Office as SECTION A of INLAND LOT No. 2198 together with the messuages erections and buildings thereon now known as No. 12, Wing Hing Street and Secondly ALL THAT strip of land at the rear of the said Section A of Inland Lot No. 2198 being a scavenging lane. All of which premises are held for the residue of the term of 75 years from the 15th day of May, 1910, created by the Crown Lease thereof together with the valuable machinery now situate in or upon the said premises and at No. 1 Gordon Street.

Particulars and Conditions of sale may be obtained from

Messrs. HASTINGS & HASTINGS, Solicitors, 8, Des Voeux Road Central.

and Messrs. LAMBERT BROTHERS, Auctioneers.

[597]

TO LET.

FROM about APRIL 1st, Two OFFICES and One Small ROOM. Moderate

Rental.

Apply Box No 811, c/o Daily Press Office.

[607]

TO LET.

OFFICES in UNION BUILDING—Four Rooms on Fifth Floor.

Apply UNION INSURANCE SOCIETY OF CANTON, LTD.

[169]

TO LET.

TWO OFFICE ROOMS, Top Floor, 8 Queen's Road Central.

Apply GANDE, PRICE & CO., LTD.

[200]

TO LET.

UNFURNISHED, No. 144, The Peak near the Barker Road Tram Station—8 Rooms for 9 Months, \$150 Per Month.

For particulars apply to DENISON RAM & GIBBS.

[655]

9th February, 1923.

INTIMATION

JOHN DEWAR & SONS, LTD. PERTH, SCOTLAND.

By Royal Appointment to His Majesty The King.

"WHITE LABEL" FINEST SCOTCH WHISKY OF GREAT AGE.

AWARDED 50 GOLD AND PRIZE MEDALS.

THE VICTORIA VAT The very finest old' SCOTCH WHISKY.

As supplied to the Houses of Lords and Commons.

SOLE AGENTS—

A. S. WATSON & CO., LTD.

Wine & Spirit Merchants.

PHONE 616

BIRTH.

MILLER—At Shanghai, on March 27th, to Mr. and Mrs. W. D. B. MILLER, a daughter.

DEATH.

SPUNT—At Shanghai, REUBEN SPUNT.

HONGKONG OFFICE: 104, DES VOUEX RD., C. LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

A FIXED EASTER.

A PERENNIAL question with which little or no advance is made is that of getting a fixed date for Easter. There is no day in the calendar over which so much controversy has been waged almost from the beginning of the Christian era.

As Easter Day. Differences arose in the infancy of the Church between the Christians of Jewish descent and those of Gentile descent as to the day for the observance of Easter. The point at issue was when the "Paschal" fast was to be reckoned as ending. With one the observance of the day of the month, with the other the day of the week, was the guiding principle. Generally speaking, the Western Churches kept Easter on the first day of the week, while the Eastern Churches followed the Jewish rule and kept Easter on the fourteenth day of the moon, without regard to the day of the week. The unity of the Church was endangered by this difference of opinion and one of the reasons which led Constantine to summon the Council of Nicaea was to secure a final settlement of the dispute. The decision of the Council was unanimous that Easter should be kept on Sunday, and on the same Sunday throughout the world, but a new difficulty developed later owing to the absence of any authoritative rule by which the paschal moon was to be ascertained. An attempt to determine this question was made by computations of cycles of years, and after three or four times, a cycle of 19 years was ultimately accepted, and the writer of the article on the subject in the *Encyclopædia Britannica* "it is the

use of this cycle which makes the Golden Number and Sunday Letter, explained in the preface to the Book of Common Prayer, necessary." It is interesting to read that in the time of St. Augustine 387 churches of Gaul were keeping Easter on the 11th of March, those of Italy on the 18th of April, and those of Egypt on the 25th of April, Gregory or Tours relates that in A.D. 577 "there was a doubt about Easter. In Gaul we with many other cities kept Easter on the fourteenth calends of May; others, as the Spaniards, on the twelfth calends of April." The Gregorian correction of the calendar in 1582 resulted in greater uniformity, and so far as Western Christendom is concerned the corrected calendar is now universally accepted. Jealousy of everything emanating from Rome is said to still keep the Eastern Churches from correcting their calendar according to the Gregorian reformation, and thus their Easter usually falls before, or after, that of the Western Churches. The modern agitation for a fixed date for Easter is governed by business considerations, and so far as the attitude of the Churches has found expression, it would seem that they are not so much concerned about the date so long as the Festival is duly observed. During the past ten or fifteen years resolutions have been passed in favour of a fixed date for Easter by Chambers of Commerce, international and others, including the London Chamber, the Association of Chambers, and the Chambers of Commerce of the British Empire. The Federation of British Industries, the National Chamber of Trade, the Cotton Spinners and Manufacturers' Association, and the drapers, amongst other trade bodies, have also given it their warm support, the view taken by trade throughout Great Britain being that it is most inconvenient for all statistical purposes and comparison of accounts to have a variable Easter. Lord Desborough, who has taken a very active part in pressing this question in all influential quarters, went to Rome last month for the purpose of proposing a resolution in its favour at the Congress of the International Chambers of Commerce which was held there. Though it is not a matter likely to attract the notice of the compiler of Reuter's cable service to the Far East, there seems no reason to suppose that there was an adverse vote, seeing that previous international commercial congresses have endorsed the proposal. Lord Desborough is the author of a Bill which contains the proposal that Easter Sunday should be the second Sunday in April. His lordship considers that there are three good reasons for this date. In the first place, it is the nearest Sunday to the generally accepted date of the event which it commemorates; in the second, the mean date of Easter for a hundred years has been April 23; and in the third, it divides the Christian year equally, and is convenient for the great holidays of the people. His lordship, however, is not wedded absolutely to the second Sunday if the International Chambers of Commerce should prefer any other, and he is simply asking for "a fixed date for Easter." He says that he has canvassed the Universities and the principal schools in the subject and that their replies were all in favour. Also, that the Judicial Commission has long been anxious to have a fixed date for Easter. As for the Churches, Lord Desborough says the attitude of the Roman Catholic Church is not unsympathetic. The Tablet, in fact, has taken up the idea with approval, and some time ago the Roman Catholic Bishop of Salford wrote to that paper to express his agreement with the proposed reform. So far as the Anglican Church is concerned the Archbishop of Canterbury has expressed the view that, subject to certain conditions, he has every reason to believe that "it would be entirely acceptable to us that Easter Sunday should be a fixed Sunday and not a variable one." It is obviously, however, a matter in which international action is necessary, but while international congresses of Chambers of Commerce may give their support to the proposal, we doubt if it is likely to get adopted by the Governments of the world until the Church itself presses for the change.

Valuable leasehold property in Caine Road is advertised to be sold by public auction.

It is announced that Messrs. Arnhold & Co., Ltd., have acquired the undertaking of Arnhold Bros. & Co., Ltd.

Two piano recitals are announced to be given in the City Hall on Monday and Tuesday next by Alexander Sklarevski, a world famous pianist.

The Chartered Bank has established an office in Zamboanga, Philippine Islands.

Forthcoming weddings announced include that of Mr. Herbert De Vere Boole, merchant of Manila, to Miss Blanche Eva Jennings of 294, Kennedy Road.

Mr. F. W. Stevens, representative of the American group of the New Consortium, arrived in Shanghai, last week, with Mrs. Stevens. They are returning to the United States.

The total output of the Kailan Mining Administration's mines for the week ending March 17th, 1923, amounted to 78,568 tons and the sales during the period to 88,228 tons.

Capt. J. L. G. Carter, O.B.E., who has been the Officer Commanding the Royal Army Service Corps in Hongkong, leaves for Home to-day by the *Dongola* accompanied by Mrs. Carter.

There was one Chinese case of small-pox in the Colony on Monday. There were also two cases of diphtheria (one imported), one Chinese case of cerebro-spinal fever and one Chinese case of purpural fever.

For boarding the s.s. *Hydranga* without permission, a Chinese, who was stated to be "a bad character," was yesterday morning sentenced to two months' hard labour by Commander C. W. Beckwith at the Marine Magistrate.

Mr. W. G. Peter, who has been agent of the Chartered Bank at Penang for some years past, is going home on retirement this month. The Penang Chamber of Commerce recently passed a vote of hearty thanks to him for his valuable services on the Committee of the Chamber during the past eight years.

The many friends of Mr. B. McD. Parr, sometime Commissioner of the Chinese Maritime Customs for Kowloon, will be interested to know that he is due shortly from England and will relieve Mr. A. H. Harris at Canton. Mr. Harris is proceeding on long leave, completing forty years' service in the Customs.

At the Magistracy, yesterday afternoon, in Mr. J. R. Wood's Court, the name was called of the Chinese constable stationed at Mongkok, who was recently charged with misconducting himself by entering a house in Yau-mat without lawful authority, and further with stealing \$10 from the tenant of the house. The defendant failed to appear, and the Magistrate estimated his bail of \$250, and announced the intention of issuing a warrant for the man's arrest.

A Chinese passenger named Lam Sing committed suicide on the s.s. *President Pierce* on March 16th by jumping overboard during the voyage of the vessel from San Francisco to Hongkong. The deaths of the s.s. *Kutang* during the voyage from Singapore to Hongkong have also been reported to the authorities. A Chinese deck passenger died from natural causes on board the s.s. *Scitron* whilst the vessel was at sea.

Another well-known resident is leaving the Colony to-day to settle down in the Old Country, we refer to Dr. Oswald Marriott, who has been practising in the Colony for the past eighteen years. Dr. Marriott, however, will continue to be in close touch with the Far East for we understand that he will be succeeding Dr. Hartigan, a former member of the same firm, as medical adviser in London.

To several important firms having establishments in the Far East. But this is work which will leave him far more work of leisure than he has had in Hongkong, and, in bidding Dr. and Mrs. Marriott farewell, their many friends trust that they may long enjoy the case so well earned. They leave to-day by the *P. & O. Dongola*.

A few days ago a small girl appeared at the Magistracy charged with hawking goods without a licence. The case was remanded till yesterday so that it could be ascertained whether this was a case for a free licence to be given. Inspector Elston yesterday told the Magistrate (Mr. R. E. Lindell), that he had investigated the case and found that the child was one of four sent out by an old woman to hawk for her. If a free licence were given it would simply mean that the old woman would take all the money and the child would do all the work. What the little girl really wanted to do was to go back to the country. His Worship adjourned the case.

The funeral took place on March 31st of the late Mr. Zung Foh Ngeu, an undergraduate member of Hongkong University, who died in the Government Civil Hospital on March 23rd of pneumonia. The late Mr. Zung came from Shanghai and was in the final year of his Engineering course in the University. Just before the funeral a short service was held in the Tung Wah Hospital, the Rev. T. W. Pearce, LL.D., conducting. There were innumerable wreaths from the various hostels and societies of the University and also from many of deceased's personal friends, the most striking being that from the Engineering Society, of which the deceased was an enthusiastic member. The hearse, escorted by his Shanghai friends, led the solemn procession to Kennedy Town, where the last respects were paid. The funeral was simple and impressive, and was attended by numerous undergraduates and several members of the Staff of the University, amongst whom were Dr. T. W. Pearce, Prof. W. Brown, Mr. N. Toosdale Mackintosh, and Prof. G. T. Bryne, besides a number of relatives of the deceased.

CABLES.

LATEST CABLES.
[THROUGH ROUTE'S AGENCY.]

THE FATAL MOTOR SMASH.
JAPANESE COURT GOES INTO MOURNING.

Tokyo, April 2nd.
It was officially announced this afternoon that the Court would go into mourning for Prince Kitashirakawa for three days, expiring on Thursday evening. The Regent has postponed his trip to Formosa.

JAPANESE NATION SHOCKED AT TRAGEDY.

Tokyo, April 2nd.
The entire nation was shocked by the triple tragedy. Both Princes, and the Princes were very popular.

The French Ambassador cancelled his social engagements immediately, and it is expected that a number of Easter Week functions, including the dinner of the Japan Society, will be postponed.

EARLIER CABLES.

PRINCE AND PRINCESS IN CRITICAL CONDITION.

Paris, April 2nd.
A message from Bernay states that the condition of Princess Fusako (who is a sister of the Emperor of Japan) and of Prince Asaka, is grave, although there is no immediate danger. Indeed it is hoped it may be possible to save the lives of both. They have barely regained consciousness, and their pulses are so weak that an operation is not yet possible. They are in a private nursing home, to which the Japanese Embassy has sent the celebrated Parisian surgeons Roux and Berger. Counsellor Sato of the Japanese Embassy is also at Bernay.

The bodies of Prince Kitashirakawa and the chauffeur have been taken to the hospital at Bernay. M. Millerand and M. Poincaré have sent representatives to the Japanese Embassy to express their condolences.

Prince Asaka is a son of the late Prince Kuni and a distant relative of the Emperor.

A later message from Bernay says the condition of Prince Asaka and Princess Kitashirakawa in the evening was more satisfactory. Prince Kitashirakawa's body has been embalmed and is being despatched to Paris tomorrow.

LATEST CABLES.

THE NEAR EAST.

ANOTHER EXTENSION OF FRENCH OCCUPATION.

London, April 2nd.
The French have extended the occupied region to Mannheim. German newspapers report that the town itself has been occupied, but on the contrary, a French semi-official message states that the object of the occupation is merely to secure control of Neckar station, and the motor factory in the suburbs of Mannheim.

EARLIER CABLES.

REFUGEE DEPOT DESTROYED
ARMENIAN CHILDREN BEAT BACK FLAMES.

Antwerp, April 2nd.
A message from Tiflis states that five destroyed one of the immense warehouses of the Near East relief organization at Alexandropol, where sixteen thousand Armenian children were housed. It was the largest orphanage in the world. Several orphanage buildings were damaged, but a bucket brigade of two thousand children was organized by an American nurse and kept back the flames. They were assisted by a battalion of Bolshevik soldiers.

THE RUHR.

TURKEY ACCEPTS ALLIED PROPOSALS, WITH RESERVATIONS.

Constantinople, April 2nd.
Advices from Ankara state that the Turkish reply to the latest Note from the Powers is being despatched to-day. It accepts the proposals for the resumption of negotiations at Lausanne, and suggests that the date be April 15th. The reply makes reservations regarding economic and judicial questions.

THE AHMEDABAD STRIKE.
DUE TO PROPOSED WAGES OUT.

Ahmedabad, April 2nd.
The strike of 95,000 mill employees, reported in yesterday's cable message, was due to a proposed wages cut of twenty per cent.

LATEST CABLES.
HOME FOOTBALL.
MONDAY'S LEAGUE RESULTS.

London, April 2nd.
Following are the results of Easter Monday's League matches:—

FIRST DIVISION.	
Arsenal.....	1
Blackburn R.....	1
Chelsea.....	1
Stoke.....	0
Birmingham.....	1
Everton.....	1
Bolton W.....	1
Cardiff City.....	0
Burnley.....	0
Middlesbrough.....	0
Nottingham F.....	0
West Bromwich.....	0
Huddersfield T.....	2
Sheffield United.....	1
Liverpool.....	1
Manchester C.....	1
Sunderland.....	0
Tottenham H.....	0
Freston N.E.....	2

SCOTTISH LEAGUE.	
Clyde.....	1
Third Lanark.....	0
Partick T.....	0
Celtic.....	2
Rangers.....	1
St. Mirren.....	1
Raith Rovers.....	2
Hibernian.....	2

EARLIER CABLES.

INTER-AMERICAN TRADE.
SCHEME BEFORE PAN-AMERICAN CONFERENCE.

Santiago de Chile, April 2nd.
The United States delegates have submitted to the Pan-American Conference proposals for the improvement of inter-American trade relationships, including uniformity of customs.

The Juridical Committee is studying a project for the establishment of a code of international law applying to the American Continent, incorporating, and amplifying the principles of the Monroe Doctrine. It is expected that Europe will be invited to adhere thereto, thus giving the project the character of a universal law.

INTERNATIONAL RUGBY.
ENGLAND WINS THE CHAMPIONSHIP.

Paris, April 2nd.
In the international Rugby match, England beat France by 12 points to 3.

The weather was perfect and there were 40,000 spectators present. France scored from a free-kick in the first five minutes, and England retaliated bodily after several scrums near the French line. Wakefield scoring a try which was not converted. At the interval, the score was three points all.

On the resumption, Jauréguery, the French three-quarter, made a brilliant run from the home twenty-five to the region of the English line, where he was collared. A desperate struggle ensued, the French forwards carrying over the ball but failing to touch down. The French continued to press and Davies was prominent for fine kicking to touch. Two minutes from the end, the Frenchmen collapsed and the Englishmen assumed complete mastery. Conway scored a try, Luddington converting, and Davies a beautiful dropped goal. England thus win the International Championship.

PORT TRUST WANTED
AT PENANG.

CHEAPER WORKING WITH LARGER TURNOVER.

Speaking at the annual meeting of the Penang Chamber of Commerce, the Hon. Mr. J. Mitchell said it was hoped to form a port authority or trust to do away with the dual control of the port. If that were done it should be also possible to work on a much lower scale of charges than now. He did not think the port undertakings need necessarily be upon a dividend-paying basis, if they could work cheaply and so introduce a large turnover of trade they would benefit, although it might cost the Colony a little more. He hoped to urge in Council the necessity for a definite port trust in Penang and he wanted to feel the Chamber was behind him to secure the port's prosperity for many a long day.

SHANGHAI PASSENGER MISSING.
DISAPPEARS FROM N.Y.K. LINER "HAKONE MARU."

Mr. Robert Thorburn, a passenger from Shanghai to London by the *Hakone Maru*, disappeared from the ship in the early hours of March 22nd, some little time before her entry into Penang roads. The missing man is 42 years of age and was a marine engineer, until recently employed by Messrs. Butterfield and Swire of Shanghai. His absence was first noticed about 3 a.m. and though a rigorous search of the ship was made no trace of him could be found. It is presumed that he fell overboard.

Mr. Thorburn had a draft on London for £1,600. The theory of suicide is regarded as unlikely as the missing man had been in cheerful spirits during the voyage.

The Anglo-Chinese Society in Peking, which has a membership of 372, gave a dinner last week at the Wagon Lits Hotel in honour of the British Minister, Sir Ronald Macleay. There was an exceptionally large attendance, over which Mr. Wang Ta Hsich presided. Sir Ernest Wilton and Dr. Wellington Koo were also present.

FAR EASTERN CABLE NEWS.

[THROUGH ROUTE'S AGENCY.]

CHINA'S CHAOTIC FINANCES.

Peking, April 3rd.
It has been ascertained from reliable sources that the crews of four Chinese gunboats on the Yangtze are demanding that the salt revenues, from the salt field at Shimpachien, be handed over to them as payment for arrears of wages.

It will be remembered that last year they succeeded in a like demand. PROPOSED SUSPENSION OF DOMESTIC LOAN AMORTISATION.

It is reported, from Chinese sources, that Liu En Yuan (Minister of Finance) has informed the Foreign Legations that the Chinese Government proposes not to have drawings on domestic loans, or in other words, to suspend the amortisation thereon for one year. It is understood that this plan, if carried out would mean that the Government would retain about \$24,000,000, which should be refunded to bond holders.

It is stated that Liu En Yuan plans to use \$14,000,000 thereof for the readjustment of foreign obligations, and the payment of overdue interest on foreign loans. The remaining \$10,000,000 to be used for administrative purposes.

These proposals led to many rumours in some of the vernacular newspapers, stating that the Government does not intend to pay interest on bonds; but this is given little credence, and bonds to-day are quoted strong.

PEKING POLITICAL DISCUSSIONS.

THE TWENTY-ONE DEMANDS.

Peking, April 2nd.
The Senate this afternoon discussed the resolution of lack of confidence in the Government because of its failure regarding the Twenty-One Demands. The motion was proposed by Chang Wo-hau. The Opposition favoured a resolution calling on the President to dismiss the Cabinet. It was finally agreed that the matter be referred to a special committee of twenty-seven members.

JAPANESE CRUISER LEAVES VLADIVOSTOCK.

Vladivostok, April 2nd.
The Japanese cruiser *Nisaka* quitted Vladivostok to-day.

FINED FOR WORKING.

TRADE UNION LAW.

WORKMAN'S APPEAL TO THE COURTS.

In King's Bench Division of the High Court of Justice, last month before Mr. Justice Coleridge Samuel Blackall, a foundry worker, of Rochester, Kent, brought an action against the National Union of Foundry Workers for a declaration that a fine of 22 imposed on him by the union for a breach of by-law against overtime was illegal. He asked for an injunction restraining the union from excluding him from membership.

Blackall's case was that he stayed at work three-quarters of an hour to finish a casting which otherwise would have been completed by unskilled labour, and that, he considered, would have been minimal to his union. He did not charge overtime. He was fined 22 by the branch for an alleged breach of the overtime by-law. He refused to pay the fine and his subscriptions till the decision to fine him was rescinded. When he was 20 weeks in arrears he was expelled from membership. He lost his employment because he was not a member of a trade union.

The defence was that Blackall deliberately broke the by-law against overtime, persistently refused to pay fines or subscriptions, and was properly expelled in accordance with the rules of the union. Maurice John Walsh, of Manchester, a member of the national executive of the union, said the branch considered the fact that Blackall had not been paid for his overtime made his offence worse.

Cross examined by Mr. G. F. Hobley, K.C., M.P., Mr. Walsh said the prohibition of overtime was a national effort to put pressure on the employers throughout the country. Mr. W. G. Hurdman, secretary of the Clapham branch of the union, said it was not true Blackall was dismissed from his employment because he had ceased to be a member of a trade union. He and another man were both dismissed for fighting.

Mr. Justice Coleridge: This man had infringed the rules of your union, had been expelled and offered to pay his fine and subscriptions. That is so. I suppose you are aware that exclusion from the union means something like industrial death to a workman. It is a serious thing. Do you think it was fair not to accept that amendment? It would have been unfair for us to have declined to accept his money and his explanation or apology. The hearing was adjourned.

AMERICAN CABLE NEWS.

[ASSOCIATED PRESS MEMORANDUM TO MANILA OFFICE.]

THE SUGAR "SHORTAGE."

WASHINGTON, March 23rd.
The Department of Commerce on February 8th issued a statement summarizing the situation on the production and consumption of sugar in which it was erroneously reported there was an indication of a shortage for the coming year.

The statement was highly technical and of a statistical nature and the summary of it in the news dispatches failed to take into account that the so-called "carry over" stocks from the preceding year would more than offset the decrease in production which the Department's statement showed. The word "shortage" did not occur in the text of the statement.

Later the Department issued a general correction which was published in these dispatches. This statement is made in fairness to Secretary of Commerce (Hoover).

WASHINGTON, March 24th.
Senator Ladd (Rep.), of North Dakota, issued a statement to-day supporting the demand for an investigation of the sugar corner and urged the prosecution of those responsible for "the robbery of the American people."

SPECULATOR SINGLED OUT.

WASHINGTON, March 24th.
Basil M. Manly, Director of the People's Legislative Service, in a statement to-day said: "The Department of Commerce gave out a statement on sugar which was immediately followed by the present spectacular rise in prices."

He declared that the federal grand jury should ascertain what speculator made "a killing" in sugar on the New York Stock Exchange immediately after publication of the statement.

HOOVER NOT TO BLAME.

WASHINGTON, March 24th.
Julius Klein, Director of the Bureau of Foreign and Domestic Commerce, stated to-day that Secretary of Commerce Hoover did not know anything about the sugar situation until after it had been given out.

TARIFF RATES THE CAUSE.

WASHINGTON, March 24th.
Cordell Hull, Chairman of the Democratic National Committee, contends that the present runaway sugar market was dominated by profiteers and owes its chief underlying cause to the increase in the tariff rates. He advocated a fifty per cent. reduction in the duty on sugar.

BUDGET DEFICIT FORECAST.

WASHINGTON, March 22nd.
Budget Director Lord has made computation indicating a deficit in the Government's revenues for the fiscal year ending June 30th, of \$180,000,000. He said the probability of the British paying the interest in Liberty bonds caused the change from the previous estimate of a deficit of \$117,000,000.

PNEUMONIA TREATMENT.

Honolulu, N. J., March 22nd.
Dr. S. V. Drommer, Roentgen ray specialist at St. Mary's Hospital, announced to-day the perfection of a new treatment for pneumonia whereby high frequency currents of electricity are inducted into the patient's body. He said nine patients were cured quickly.

SENATOR WALSH TO VISIT MANILA.

San Francisco, March 22nd.
Senator Thomas J. Walsh of Montana (Dem.) sailed on a pleasure trip to-day for Manila aboard the Pacific Mail steamship *President Wilson*.

THE PRESIDENT.

Cocoa, Fla., March 22nd.
President Harding's tentative plans for the remainder of his vacation trip indicated to-day that he would return to Washington between the seventh and tenth of April after a stay of at least one week at St. Augustine, Fla., and several days at Augusta, Ga.

MRS. WEEKS.

Brownsville, Ga., March 22nd.
A special train with Mrs. John V. Weeks, wife of the Secretary of War, who was taken ill last night on the yacht *Everglades*, left to-night for Washington. The physicians aboard the train issued a bulletin saying that she was improved.

OIL STORAGE TANKS ON FIRE.

Ponca City, Okla., March 24th.
Fire of an undetermined origin is raging in seventeen storage tanks of the Goumar Oil Company in the heart of the Tonkawa oil field. Efforts have been unsuccessful to shut off the flow into the tanks from the wells which are rated among the world's most prolific producers.

SENATOR'S DEATH.

Denver, Colo., March 24th.
Senator Samuel D. Nicholson (Rep.) died to-day of cancer of the liver. He had been ill for more than a month.

WASHINGTON, March 24th.
It is expected that the Governor of Colorado who is a Democrat will appoint a Democrat to succeed the late Senator Nicholson, making the lineup in the United States Senate fifty-two Republicans and forty-three Democrats. The regular administration Senatorial block will be weakened by one vote.

(Continued on foot of next column.)

ARMY UNITS TO BE "INDIANIZED."

ANNOUNCEMENT BY LORD RAWLINSON.

Lord Rawlinson, the Commander-in-Chief in India, announced in the Legislative Assembly on February 17th that it had been decided to select eight units of the Indian Army to be officered entirely by Indians.

The outstanding feature of the debate after Lord Rawlinson's momentous announcement (writes *The Times* correspondent) was the failure of most of the speakers to grasp the enormous significance of the step taken by the Government. This evoked a brilliant speech from Mr. T. E. Moir (nominated official member) who tried to induce members, in consonance with the Assembly's dignity, to withdraw certain hostile resolutions.

Mr. Moir, speaking with great feeling, said he had heard Lord Rawlinson's statement with relief, respect, and apprehension. Relief, because it held out a hope that the burden on his countrymen of the heavy responsibility of India's defence would in a brief period shift to the shoulders of the Assembly; regret, because the announcement presaged the termination of the long comradeship in arms of Englishmen and the Indian Army—history had not shown a longer comradeship between two races, and it was doubtful whether history had ever witnessed a comradeship more glorious and more perfect; apprehension, because they were now faced with the great issue underlying the whole question of the Constitutional Reforms—whether India would be able to recruit and maintain an army capable of defending her frontiers and also of rendering that loyal obedience to the Constitution without which the Constitution could not be preserved.

India's history had been one of successive invasions from the north-west, none of which had been withstood by Indian armies—not for lack of gallantry, for the countryside rang with ballads of the bravery of their forefathers, but because it had been impossible for Indians to act under one leader and accept a common discipline. He hoped that history would not repeat itself. Would the Assembly in future be able to control the Indian Army and render it amenable to its orders and wishes, constituted as that Army must be of a variety of tribes, castes, and races? On an occasion fraught with such momentous issues Mr. Moir urged that members should not debate such questions as the Secretary of State's authority perpetually raised or indulge in communal bickerings. The Rubicon had been passed, and reflection on the momentous nature of Lord Rawlinson's announcement would be more suitable.

The speech was listened to amid tense silence, and was warmly applauded, but in its immediate effect it failed to reduce the tendencies it had rebuked, mainly owing to the fact that many members had come with prepared speeches. Its real effect was seen later in the increasing Government majorities, the main resolution being decisively defeated.

Just as the result of the fiscal debate has aroused a feeling of uneasiness at the use which can be made of the power now given the Legislature, so when Indian politicians reflect there will be a tendency to realize that such a definite experiment in the Indianization of the Army gives cause for earnest consideration of the points so admirably stated by Mr. Moir. Lord Rawlinson's announcement has caused surprise in some quarters, although most people regarded a definite proposal of some kind in the direction of Indianization as an opportunity, and well-wishers of the Reforms hope they will make the most of it.

COURT-MARTIAL ON GERMAN OFFICIALS.

SHARP SENTENCES.

The greatest interest was taken in the trial which opened at Essen on February 16th of four of the leading officials of Essen and its district, who were indicted on the charge of having made a vast case of this trial, basing their arguments for the punishment of recalcitrant officials on legal grounds. The charges were: Herr Havenstein, Burgomaster of Oberhausen—Cutting off the electricity and gas from the station when the French troops were arriving, and thereby endangering life. Herr Schaefer, Burgomaster of Essen—Preventing the delivery of coal to the French.

Herr Buessman, director of the electricity works—Refusing electricity supplies. Herr Guyens, president of the Chamber of Commerce—Ordering the shopkeepers to refuse to serve the French.

The prosecution declared that Herr Havenstein's action had endangered the lives of the French troops owing to the station being thrown into darkness, and had prevented the passage of troops, provisions, and coal trains. The defence was that Herr Havenstein had acted by order of his superiors and in a civil capacity as chief director of the electricity works.

German counsel addressed the Court in French, Herr Havenstein sitting unmoved throughout, his hands clasped, and legs crossed. When ordered to stand facing the Court near the interpreter, he edged quietly away and eventually resumed his seat. Some heated passages occurred between the opposing counsel as to the accuracy of the translations of the evidence. During his statement Herr Havenstein suddenly exclaimed, with his chin thrust out aggressively: "I have sworn service to the German Government. I act in accordance with my duties as Oberbürgermeister."

The French prosecuting officer, in an impassioned speech, demanded the maximum term of imprisonment for Herr Havenstein, namely, ten years. The Court finally sentenced Herr Havenstein to three years' imprisonment. Herr Buessman was fined 5,000,000 marks. Herr Schaefer was sentenced to two years' imprisonment and a fine of 10,000,000 marks. *Reuter's Special Service.*

A SWIMMING RECORD.

Magdeburg, Germany, March 24th.
Herr Stumpp of the Rheus Swimming Club of Cologne to-day established what is claimed to be the world's record for two hundred metres breast stroke, making the distance in two minutes, fifty and four tenths seconds over a fifty metre course.

EXHIBITIONS AND TRADE.

FROM EBB-TIDE TO FLOOD IN EXPORTS AND IMPORTS.

How Exhibitions vitalize trade is dealt with in the following article which fully answers the questions of commerce by Board of Trade figures over a period of forty years.

Figures specially for the British Empire Exhibition News Service by the Statistical Department of the Board of Trade show the stimulating effect of several great Exhibitions on our exports and imports.

Following the Exhibition of 1801, the country's exports rose from 74 millions of pounds sterling (in 1801) to 99 millions in 1853. The two years of war with Russia slightly checked progress, the exports in 1864 being 97 millions and those of 1865 98 millions. In 1864, the peace year, the total exports, including re-exports of Foreign and Colonial produce (of which no reliable figures were available before 1854), amounted to 139 millions, and the imports to 173 millions (from 133 millions in 1854).

1863 AND AFTER.

Still more striking was the effect on trade of the Exhibition of 1863, which Prince Albert, who had worked at its organisation, did not live to see. In 1863 the total imports had risen from 236 millions in the year of the Exhibition to 342 millions, and the total exports and re-exports to 197 as against 168 (again in millions).

In the three years following there was a constant rise, the figures in 1866 being 395 millions of imports and 239 millions of all exports; and this was during the period of the American Civil War, which, for the time, nearly ruined Lancashire.

Naturally, this increase in the nation's prosperity was attributed chiefly to the adoption of Free Trade; but Richard Cobden, the foremost apostle of the new trade policy, always recognised the great value of Exhibitions as a stimulus.

The same great bound forward in the volume of trade followed the Exhibition of 1867 and the Indian and Colonial Exhibition of 1884. In each case a serious slump was turned into a sequence of prosperous years. Here, the tabulated figures for 1867 and 1873:—

Exports of	
Total	U.K.
Imports.	Produce.
1867	1867
£275,000,000	£181,000,000
£275,000,000	£181,000,000
£355,000,000	£236,000,000
£355,000,000	£236,000,000
£355,000,000	£236,000,000
£355,000,000	£236,000,000

Between 1868 and 1873 there was a betterment of difference of 13 millions in imports and the same in total exports, while the comparison with 1869 showed:—

Imports.	
Exports.	Imports.
1868	1868
£236,000,000	£236,000,000
£236,000,000	£236,000,000
£236,000,000	£236,000,000
£236,000,000	£236,000,000

LESSON FROM FRANCE.

In France, as in Britain, the effect of exhibitions on trade has always been remarkable, and all French Governments have attached the greatest importance to them. They have made them national institutions and backed them financially to an extent undreamed of in this country. To the Exhibition held at Paris in 1900, the Municipality and the State together contributed four million pounds. They were justified by the result; there was an immediate and enormous increase in the volume of French trade.

One hundred years before, Napoleon's First Consul, decided that exhibitions were the best means of stimulating French manufacturers and enabling the country to compete with her rivals. He projected a great Exhibition for 1801 and took matters in hand in characteristic fashion. The display was held at the Louvre and was a pronounced success. It will be ever memorable for George Washington's introduction to the world the Jacquard Loom, which revolutionised the art of weaving.

As the First Consul had foreseen, the Exhibition had a vitalising effect on all classes of manufactures. The factories of Lyons, Rheims, Sedan, Louviers and St. Etienne, to name but a few which had been almost deserted, again thrived; with industry, and the national prosperity increased as if by magic. Napoleon's intention was to hold such exhibitions biennially, and those of 1803 and 1809 were still more successful than their predecessors. From that time great national displays have become a part of French commercial policy. They have all told the same tale—stimulation of manufactures and increased home and overseas trade.

Who, in face of figures, can doubt the stimulating value of the coming colossal display of the Empire's resources at Embury, not only on the trade of the British Commonwealth, but on that of the whole world?

FREEMASONRY.

LORD MAYOR AND GUILLIARD LODGE.

One of the outstanding features of the Masonic year took place on February 25th, when the Lord Mayor of London (William Edward Cecil Moore, Past Grand Master of England) was installed Master of the Guillard Lodge, No. 3,116. The ceremony was held at the Mansion House, and the ceremony was performed by the Venerable Grand Master of England, Lord Amulph, in the presence of a large and distinguished gathering of civic and Masonic dignitaries.

Mr. H. Dixon Kimber, P.G. Treasurer, the master of the past year, was presented with a pastmaster's jewel and sup in recognition of his services in the past. It was announced that the lodge had nearly completed its qualification as a *Harold Stone Lodge* under the *Masonic Million Memorial*.

At the dinner in the Egyptian Hall, the Lord Mayor replying to the toast of the Mayor, said he was proud of being Master of that great lodge, which was established in 1906, and he was the twelfth Lord Mayor of London to hold the office.

NAPIER JOHNSTONE'S

'N. J. CLUB'
SCOTCHThe "Peg"
of Ages
1745
till
to-dayOBTAINABLE FROM
LANE, CRAWFORD, LTD.
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This pure old Whisky has had, since 1745, a great reputation amongst connoisseurs for its mellow flavour, and still maintains a world-wide identical quality.

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COOK'S CIRCULAR NOTES combine
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"PHILIPS"

A PHILIPS LAMP
IS A PERMANENT
ECONOMY

SOLE AGENTS

Holland-China Trading Co.
Hong Kong

WHO IS RESPECTABLE?

DIFFICULTIES IN RENEWING
PASSPORTS.

Writing to *The Times*, a correspondent asks:—Is it not time that the official categories of respectability were revised?

In order to secure the renewal of a passport, it is necessary to obtain a signed declaration of identity and fitness from a mayor, magistrate, justice of the peace, minister of religion, barrister-at-law, physician, surgeon, solicitor, or bank manager, with whom the applicant is personally acquainted; and similar lists are found on many other official forms. On what principle they were compiled I know not, but they cause considerable inconvenience, and defeat their own end.

I never knew a mayor. But I have known many civil servants of reasonable integrity, and in my neighbourhood are two or three not more unscrupulous than the rest of their profession; I am friendly with two editors; I know a peer, several stockbrokers, baronets, novelists, and members of Parliament would readily swear that I am a fit and proper person to go to France. But these gentlemen are not worthy, and I am forced to search my casual acquaintance for magistrates and dental surgeons, who, in fact, know nothing about me.

For persons even poorer than myself the difficulty is more serious. As a rule, the only "respectable" people they know are the physician and the clergyman, and why should these alone be bothered with the things? Why not the policeman, the postman, the landlord, the tax collector? Things have come to a pretty pass in this democratic age if the word of an attorney is more than the word of a publisher; and if we cannot trust a policeman, whom can we trust?

The result, in most cases, is that the applicant obtains a solemn declaration from that one of his acquaintance who knows least about him. This is the kind of trivial official rubbish which is allowed to endure for ever because no one thinks it worth while to protest. I, therefore, protest that these antiquated and offensive lists should be revised, as above, or, if that be too daring, abolished altogether. Why not simply "a householder"?

SECRETS OF TAPLOW HILL
SAXON KING'S REMAINS.

"I am busy writing on the three E's—Easter (fixed date), eels, and Ella, the first Bredwalda," said Lord Desborough to a *Central News* representative, when he was asked the result of the examination of bones which were found during the recent excavation of the great mound on Taplow Hill near his river residence. It was now beyond doubt, his lordship remarked, that the mound contained the remains of Ella, King of the South Saxons, who organised the great invasion of Britain, equipped the fleets which brought constant relays of fighting men and their families from their homes in Northern Europe, and directed the ever-widening campaign which, after the fall of London and Anderida in 491 A.D., swept up the Thames Valley to the Grims Ditch between Wallingford and Henley.

Lord Desborough attaches much importance to the historic value of the recent discoveries, for Ella was really the founder of Anglo-Land. "For many years," said his lordship, "Ella had been the accepted chief of many jealous tribes, and no greater testimony could be given to his transcendent ability and success, and when the end came what greater tribute could be paid to his memory, than to lay him at rest on the most conspicuous summit overlooking the scene of his victories, and to raise over his remains the monumental mound which has remained inviolate for so many centuries?"

JUDGE AND THE UNFIT.
STERILISATION THEORY.

Mr. Justice Roche, in his charge at Durham Assizes on February 21st, said at least half the cases in the calendar arose out of an unbalanced state of mind, and were offences committed by people, a few of them insane, but others of distinctly weak intellect. It was not for him to advance any particular remedy, but he would venture to say that segregation of the mentally unfit was certainly an economy, and certainly merciful, as he thought it was for the medical faculty of this country to consider very seriously whether there was not another course open which was taken in some States of America, and he believed with some success, namely, sterilisation of a certain number of persons who were obviously unfit and undesirable to do what they abnormally desired to do, to commit unnatural and indecent offences and to propagate species from very unfit material. It was for the medical faculty to consider how far, consistently with safety and mercy, they might imitate the example of those States of America. He wished to state sterilisation of the unfit had nothing to do with birth control, which, as he understood it, was voluntary limitation by the prudent of their families. Segregation and sterilisation of the unfit was some sort of attempt to prevent the most unfit persons from extending their numbers.

COSTLY LITIGATION.

ONE AND A HALF GUINEAS A MINUTE.

An antique furniture lawsuit, which has been so costly that it has been termed the 14 guinea a minute case, began recently in London before the Lord Chief Justice, who, four days later, referred it to the Official Referee.

A pantomime brought the disputed articles to the Law Courts. Four King's Counsel and five juniors were briefed, and expert witnesses were substantially fool.

It is estimated that the costs will amount to £20,000. Trade in antique was paralyzed pending the decision.

(Continued at foot of next column.)

DAIRY FARM NEWS

COLD STORAGE

is the only safe protection for Winter Clothing, Carpets, &c., during the Summer Months. For further particulars apply to the Secretary.

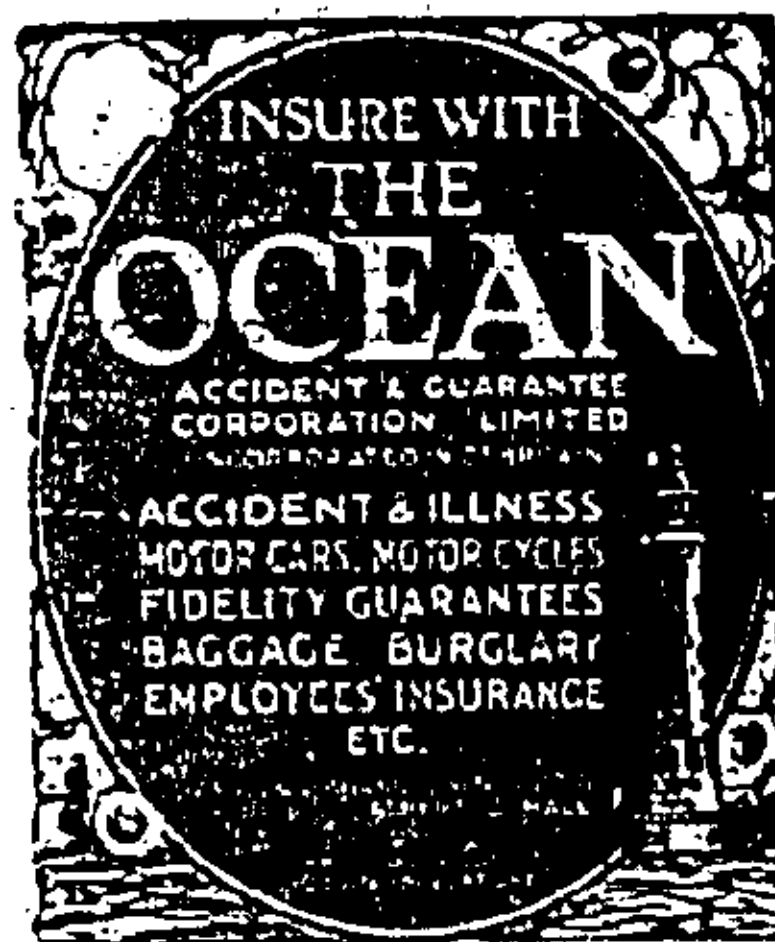
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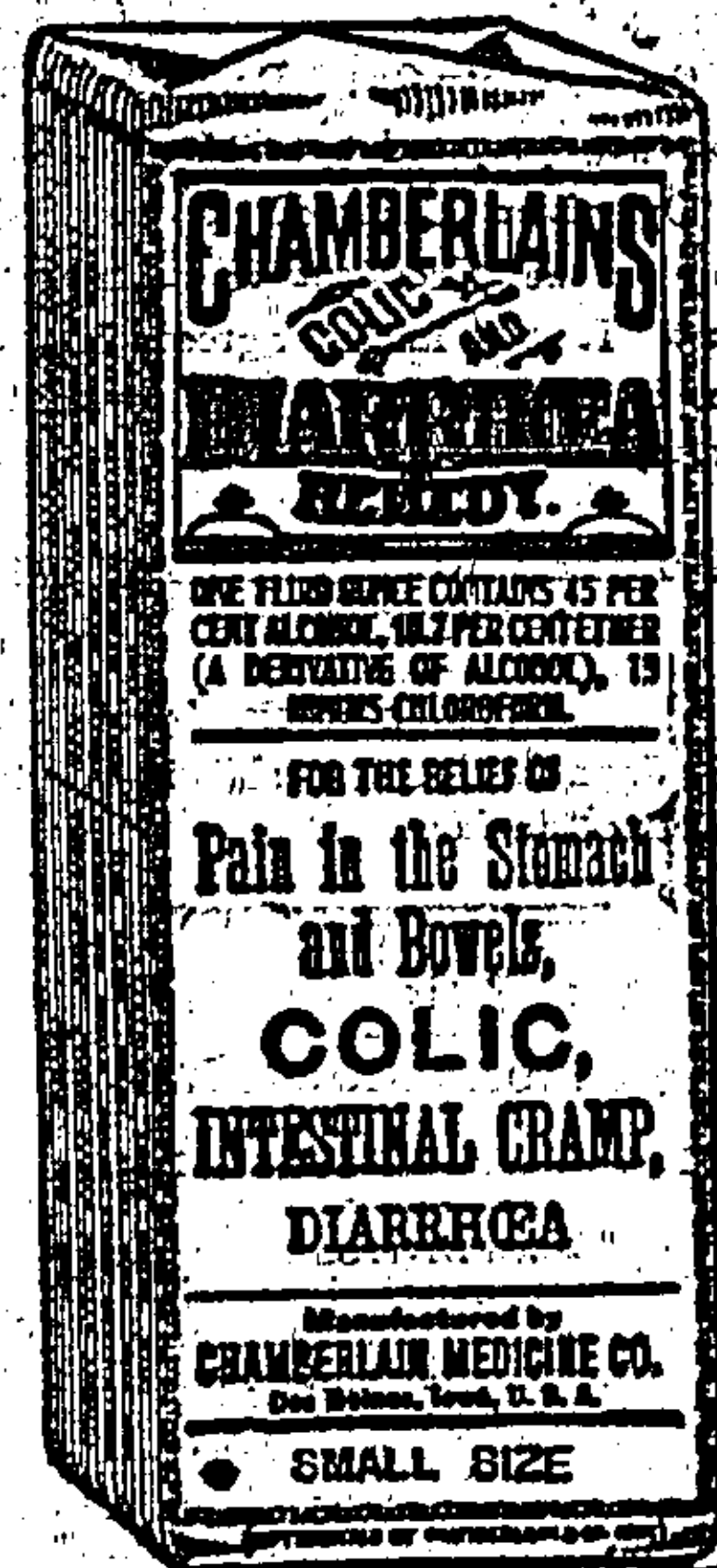
64, PEKING ROAD.

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and South China,

DODWELL & CO., LTD.

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HONGKONG METEOROLOGICAL
REGISTER.

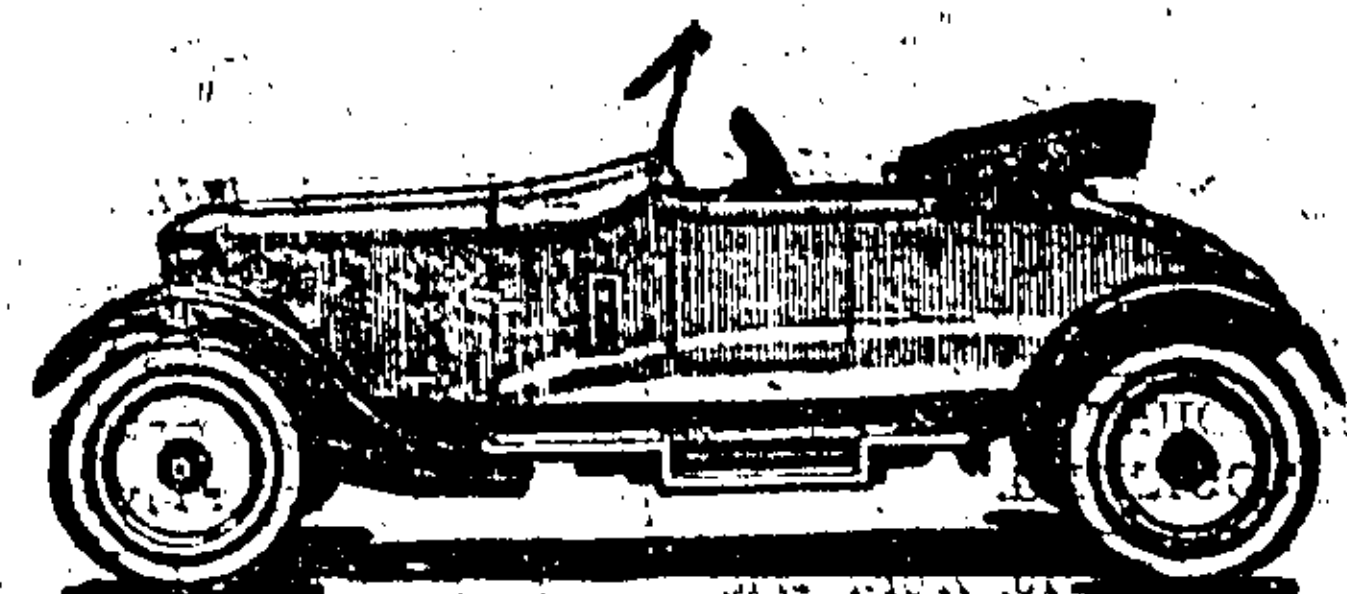
Hongkong Observatory, April 3rd.

	Previous Day	On Date	On Date
	at 2 p.m.	at 2 p.m.	at 2 p.m.
Barometer	30.02	29.79	29.77
Thermometer	78	69	77
Humidity	57	66	61
Wind Direction	ESE	E	E
Force	2	2	3
Weather	B	O	O
Rain	0.00	0.00	0.00

Highest open-air Temperature on 2nd ... 75
Lowest open-air Temperature on 2d ... 68

Mr. Adolphe Shrager, described as an adviser to rubber syndicates, sued Messrs. Baul Dighton, Limited, for the return of £25,000, alleging misrepresentation and overcharge in respect of antique furniture they had supplied.

The Referee concluded that Mr. Shrager had issued the writ for the purpose of avoiding his liabilities to the defendants, who were absolutely honest. He found in their favour, and allowed their counter claim of £25,048. He refused a stay of execution.



FOR lightness, speed, staying power and smartness, the "Amazing AC" is easily first in its class. Tyre average is 10,000 miles; fuel consumption 30 to 40 m.p.g.; speed capacity may be judged from the fact that a four-cylinder model taken from an agent's stock by the Royal Automobile Club and without even special adjustment, covered over 40 m.p.h. for a continuous period of 48 hours. The "Amazing AC" has, to its credit more than the total successes of all other light cars combined: for speed, reliability, and appearance.

Write for free illustrated booklet.

AC CARS, LTD.

C. F. EDGE, General Director
Sales Dept.: HIGH STREET, THAMES ST. BRISTOL, ENGLAND.Get Back
Health &
Strength

Get back health and strength by the aid of Hall's Wine—the great British tonic restorative.

If suffering from heat fatigue, if enfeebled by strain or overwork, Hall's Wine will help you. It vitalises and enriches the blood, which in turn nourishes and strengthens the nerves.

Hall's Wine will give new life and vigour, and all the qualities needed to withstand the daily strain. It has been widely used in Great Britain for over a quarter of a century—and is recommended by doctors, nurses and patients. The testimony of users shows that its timely merits are greatly appreciated.

Hall's Wine
THE SUPREME TONIC RESTORATIVE

A lady says: "Hall's Wine has made me feel better than I have ever felt in my life." Made a new man of him: "I was terribly weak and I can honestly say that Hall's Wine has made me almost a new man." A case that seemed hopeless: "I was in a serious condition. My case seemed hopeless. I tried Hall's Wine and am now fit enough to return to work."

Hall's Wine is obtainable from all first-class Chemists and Wine Merchants, and Wing On Co. Ltd., and Sincere Co. Ltd.
Sole Importers:
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Elastic Specially Made for
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Only the very best quality of live elastic, made from new rubber, is used in the manufacture of

PARIS GARTERS

and that is one reason why they give greater comfort and longer wear than you expect of any other garters. You will know this when you wear a pair of Paris Garters. You will also discover the other four of the famous five reasons why Paris Garters have become the standard throughout the world.

All haberdashers sell Paris Garters in both the double and single forms. Buy double and in either cotton or silk. But be SURE they are Paris Garters to avoid disappointment. Insist on getting the genuine.

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Makers—Chicago, U.S.A.
Distributors:
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WITHOUT PURE BLOOD HEALTH IS IMPOSSIBLE.
VETARZO BLOOD
MEDICINE

Never before was there anything like it. For its marvelous properties likely ever to be equalled in diseases arising from impure blood. It cleanses out and expels from the vital current every lurking trace of poisonous matter, curing blood and skin diseases, scrofulous and glandular swellings, bad legs, abscesses, ulcers, eczema, psoriasis, rheumatism, gout or Derbyshire Neck, etc. It improves the general health and quickly restores long-standing bronchitis, asthma and hacking, straining, spasmodic cough, too often the precursor of consumption.

LIFE WITHOUT HEALTH IS LIVING DEATH.
VETARZO BRAIN AND NERVE FOOD.
VETARZO REGULATORS. Safe and Reliable.

English Price 3s. (either remedy). The VETARZO REMEDIES CO., Gospel Oak, N. Wilt. London, Eng. Principled Dealers may try to sell or recommend cheap imitations—do not accept it. Insist on having VETARZO. The genuine has words "VETARZO REMEDIES" on Government Stamp. Sold by TRADING CASH CHEMISTS.

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STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TJITABOEM	JAVA	In port	4th April	CHINWANGTAO & DALY
TJILEBOET	JAVA	In port	8th April	SHANGHAI & JAPAN
TJIKEMBANG	NORTH CHINA	—	16th April	BATAVIA
TJIBODAS	JAPAN	18th April	20th April	BANKA & BATAVIA

Wireless Telegraphy.
The Steamers are all fitted throughout with Electric Light and have accommodations for a limited number of saloon passengers. All steamers carry a daily qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia.
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Regular monthly Service between
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AND
AMERICAN, ROTTERDAM, HAMBURG AND BREMEN
Sailings, subject to alterations.

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S.S. "OOSTERK" ... about 25th April.
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Sailings to Europe.

Steamers	For	Sailing on or about
"BANKA"	Amsterdam, Rotterdam, Hamburg & Bremen	30th Apr.

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FEED YOUR BODY by drinking HORLICK'S MALTED MILK, the finest Food Drink for all Ages. By its easy assimilation it promotes a steady acceleration of nutritive nerve force and brain power. Thus it is that those who take HORLICK'S are marked by their cheerfulness and quick grasping faculties, which enable them to overcome the strains of every day life. Made instantly by the addition of hot or cold water. Of all Chemists and Stores.

HORLICK'S MALTED MILK CO. SLOUGH, BUCKS, ENG.

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BRITISH SEA TRADE

SIR E. GLOVER ON CAPITAL LEVY.

THE TAXATION OF SHIPS

The annual banquet of the Chamber of Shipping of the United Kingdom was held on February 22nd at the Savoy Hotel. Sir Ernest W. Glover (President of the Chamber) presided over a large company, which included members of Parliament and many prominent men in the shipping industry.

The President, in proposing the toast of "His Majesty's Ministers," said that with the present Government in power they might regard the proposed levy on capital as dead for the time being, although it was not so very long ago that they understood the matter was being seriously considered as a question of practical politics.

THE PROPOSED CAPITAL LEVY.

The proposed capital levy, as well as a good many other proposals, appeared to him to rest on a misconception as to the foundations of this country's prosperity. In a commercial sense that was not, and could not be, with its present population of upwards of forty millions, "a tight little island" to live in a kind of economic vacuum. At various times during rebuilding of large houses in London, they had all of them, he supposed, watched with fascination the working of those giant cranes, with their long arms sweeping round over streets and houses. The strength of these cranes lay in the stability of the strongly built and solidly constructed base, but the base was complementary to the long arm, and though he was no engineer, he imagined that there must be a very nice adjustment of strains. He suggested that British trade somewhat resembled one of those giant cranes, consisting as it did of complex machinery which was established in this country, with not one but many long arms, such as shipping, banking, insurance, and other agencies (all of them depending upon capital) which stretched out to the uttermost part of the earth.

In 1913, the last normal year before the war, these long arms of the British people, with their very delicate adjustments, were responsible for the sale of British goods valued at nearly £265,000,000. Those were the visible exports. But there were also invisible exports, consisting of the net incomes from shipping and from foreign investments and the value of the services rendered abroad by bankers, insurance agencies, and others. Those invisible exports were estimated by the Board of Trade in 1913 at £239,000,000. All these exports would be endangered if any attack were made upon the base of this long arm—crane. If they weakened the base of this crane, what would happen to the long arms? Our exports would decrease, and with them would disappear proportionately our imports, and unemployment would become chronic and more widespread. Not only would our Budget cease to balance, but our trade account would show an annual deficit and we should find it impossible to pay for the food and other things from overseas which we must obtain if we were to live, for our exports, visible and invisible, paid for our imports. A good many of the mistaken political and economic theories current to-day rested on a dangerous misconception that the manual worker was, if not the sole, at any rate the principal creator of this country's wealth. He was one of the agents, but not necessarily the most important, for everything depended on the extent to which trained brain-power in Great Britain actuated that long arm—crane and on the strength of its long arms, and this strength arose from the vitality of that section of the community which by thrift, hard work, and commercial vision reached out and developed overseas markets. They looked forward at these annual dinners to the opportunity of telling the Government what they as shipowners wanted them to do for them. What they wanted more than anything else was to be left alone to carry on their own business in their own way. They had an impression that they could do so to better advantage than by any Government interference. He did not mean, of course, that they objected in any way to all reasonable regulations with regard to life-saving equipment, wireless, load line, deck loads, bulkheads, &c.

A PERNICIOUS SYSTEM.

There was one thing which they would like to see effected, and that was the abolition of taxation of ships in the countries to which they might happen to be trading. He thought that was a war development. An idea grew up that shipowners were fair game for special taxation, and the consequence was that various countries had set themselves to levy taxation—income-tax—on foreign ships visiting their shores, and it was levied in some cases, not on income earned, but on freight carried, even if the freight involved a loss. The United States included in the 1921 Revenue Bill an offer that America would not levy such tax on the vessels of any foreign country which was willing to give reciprocal treatment to American vessels. While they were not prepared to admire everything that America did in fiscal matters, they thought this was an offer which should be accepted, and that Great Britain should give the same intimation to all and sundry. Unless this pernicious system was nipped in the bud they might see a race between different countries as to who could extract the most from the shipowner, and such a race might easily lead to retaliation in different forms. Anything of that kind was much to be deprecated, and could only tend to hamper trade, while the increased costs being thrown on the shipowner must eventually be reflected in the rate of freight charged to the prejudice of the country imposing such taxation. Though these matters, important to shipowners, might appear of comparatively small importance in view of the world difficulties that had to be faced, they contributed to delay the recovery of international trade.

(Continued on next page.)

S.S. "LIEUTENANT ST. LOUBERT BIE."

SERVICES CONTRACTUELS DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from LONDON & ANTWERP in connection with above Steamer are hereby informed that their goods with the exception of Opium, Firearms and Valuables are being landed and stored at their risks into the Godowns of the Hongkong-Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remaining unclaimed after Friday, the 6th April, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 9th April, 1923, or they will not be recognized.

All damaged packages will be examined on Friday, the 6th April, at 10 a.m., by Messrs. Godard & Douglas.

No Fire Insurance has been effected.
R. RODENFUSHER, Actg. Agent.

Hongkong, 31st March, 1923. [645]

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAVIGATION CO., LTD.
FROM NEW YORK.

CONSIGNEES per Company's Steamer "BELLEROPHON."

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignees' risk and subject to terms and conditions of storage at Holt's Wharf. The Cargo will be ready for delivery from Godown on and after 31st March.

Optional cargo will be landed, unless notice has been given prior to Steamer's arrival. All broken, chafed, and damaged goods are to be left in the Godown, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the free storage period.

No claims will be admitted after the goods have left the Steamer's Godown, and all Goods remaining undelivered after the 6th April, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 20th April, or they will not be recognized.

No Fire Insurance will be effected.
BUTTERFIELD & SWIRE, Agents.

Hongkong, 31st March, 1923. [645]

PREPAID "WANTED" ADVERTISEMENTS

WANTED—By Foreign Bank, Experienced BOOKKEEPER and Exchange CLERK with good knowledge of English and General Banking. Apply Box W.S., c/o Daily Press Office. [64]

WANTED—One Large ROOM or Two Small, preferably on Ground or First Floor, in Centre of City, required as Offices about June.—Write "Z," Daily Press.

Sir Philip Lloyd-Greaves, in responding, said he thought that the greatest service which the Government could render to shipping was not in isolated cases where this that was needed in a particular industry. It was in working wholeheartedly and everywhere for a general restoration of trade throughout the world. Shipping depended on the maintenance at its highest force of a general world trade. The shipping industry of this country had served the trade of this country well. (Cheers.) The one cure for unemployment was to wipe out the deficit on our export trade and to restore trade to its normal proportions. There was need for security and stability at home, for settlement and appeasement throughout the countries of the world, and for increasing development of our Imperial resources.

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATION.

ROUTE	STEAMER	DAY	TIME
KOBE via AMOY & SHANGHAI	"KUTANG"	Thursday	5th Apr. 5 p.m.
SAIGON	"WINGANG"	Friday	5th Apr. 7 a.m.
HAIPHONG via HOIHOW	"YENANG"	Friday	6th Apr. 8 a.m.
MANILA	"YENANG"	Friday	6th Apr. 3 p.m.
SAIGON	"YENANG"	Friday	6th Apr. 5 p.m.
BANGKOK via SWATOW	"HANGSANG"	Tuesday	10th Apr. Noon
TIENSIN	"CHIFSHING"	Wednesday	11th Apr. Noon
SHANGHAI via SWATOW	"TUNGSHING"	Wednesday	11th Apr. Noon
STRAITS & CALCUTTA	"FOOKSANG"	Saturday	14th Apr. 3 p.m.
STRAITS & CALCUTTA	"TAISANG"	Tuesday	17th Apr. 3 p.m.
KOBE via SHANGHAI	"NAMANG"	Friday	19th Apr. Noon
KOBE	"HOSANG"	Friday	20th Apr. Noon
SANDAKAN	"HANGSANG"	Saturday	20th Apr. 3 p.m.
BANGKOK via HOIHOW	"CHIFSHING"	Saturday	31st Apr. 10 a.m.

CALCUTTA LINE—This Line affords regular sailings to Calcutta, Penang and Singapore, returning from Calcutta, steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with wireless and carry a fully-qualified Surgeon.

SHANGHAI LINE—Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bill of Lading are issued to Northern and Yangtze Ports via Shanghai.

MANILA LINE—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailing from both ports every Friday.

HAIPHONG LINE—Sailings approximately every three days between Haiphong and Hongkong, with intermediate calls at Swatow and Bangkok.

BORNEO LINE—Sailings from Hongkong to and from Sandakan by two 5,000 tons steamers, "HINSANG" and "MAUSANG" both steamers having excellent passenger accommodation. Cargo taken of through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Dato.

TIENSIN LINE—A regular service is run from Marsh to Tientsin between Hongkong and Tientsin, calling at Weihaiwei and Chefoo.

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S.S. "FOOKSANG" will be despatched on or about Saturday, 14th April, at 3 p.m. for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, MADRAS, PORT SWATTENHAM and DUTCH EAST INDIES.

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U.K.—STRAITS, CHINA & JAPAN SERVICE
OUTWARDS.

Vessel	Due Hongkong	Vessel	Leave Hongkong	Discharge
"GLENAGLE"	9th April	"EMERBROOKHIRE"	9th April	Glasgow, London, Rotterdam & Hamburg
"GLENAMOX"	25th April	"GLENADE"	20th April	Hull, Rotterdam & Hamburg
"GLENAPP"	7th May	"GLENARIFFE"	8th May	Glasgow, London, Rotterdam & Hamburg

Movements are subject to change without notice.

For freight or further particulars please apply to—

Jardine, Matheson & Co., Ltd.
The Glen Line, Ltd., AGENTS.

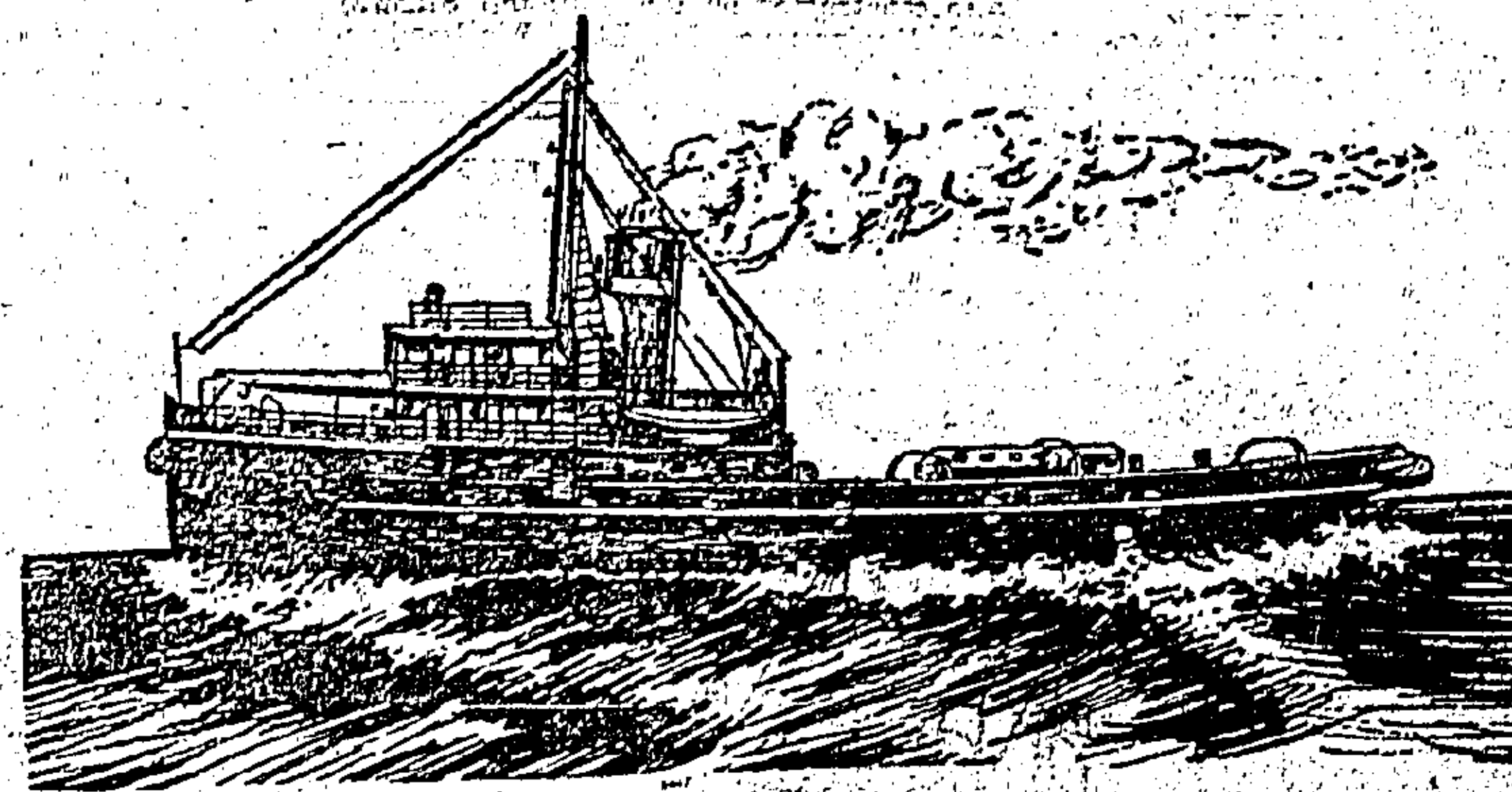
Telephone: Central No. 21, sub-ct. 12 and Central 2806

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TELEGRAPHIC ADDRESS: "MANIFESTO," HONGKONG.

Codes Used: A.I.A.B.C. Fifth Edition; Engineering: First and Second Edition; Western Union and Watkins.

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Steel Twin Ocean-going Tug and Salvage Steamer

"Henry Keswick"

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Please address enquiries to the Chief Manager:

R. M. DYER, B.Sc., M.I.N.A., Kowloon Dock, HONGKONG.

SHIPPING NEWS

ARRIVALS.

April 2nd.
Haigang, British str., 1,382 tons, Capt. A. H. Stewart, from Saigon, with rice.—Yuen Shing Fat.
Kut Sang, British str., 3,643 tons, Capt. V. McD. Liddell, from Calcutta, with a general cargo.—J. M. & Co.
Lian, British str., 1,336 tons, Capt. Harrison, from Hongkong, with a general cargo.—B. & S.
Rheumpha, British str., 1,062 tons, Capt. A. W. Hall, from Saigon, with a general cargo.—Wu Fat Shing.
Porho, French str., 7,330 tons, Capt. Tietri, from Shanghai, with a general cargo.—Messageries Maritimes.
Yuanan, British str., 1,206 tons, Capt. J. D. Milne, from Haiphong and Pakhoi, with a general cargo.—B. & S.
 April 3rd.
Dakar Maru, Japanese str., 7,170 tons, Capt. Tsumashiki, from Hamburg, with a general cargo.—N.Y.K.
Hok Kanio, Chinese str., 558 tons, Capt. Leung Long, from Kwangchowwan, with a general cargo.—Hong On & Co.
Kanjo Maru, Japanese str., from Canton.
Kwai Wah, Chinese str., 402 tons, Capt. Kwok Kai, from Tientsin, with a general cargo.—Shun Hing S.S. Co.
Nishu Maru, Japanese str., 1,075 tons, Capt. S. Togo, from Bangkok, with a general cargo.—Kwang Nguai Seng.
Tjibbeet, Dutch str., 5,799 tons, Capt. T. P. Schuttenburg, from Java, with a general cargo.—J.C.J.L.
Yokohama Maru, Japanese str., 3,791 tons, Capt. M. Tomita, from Seattle and Shanghai, with a general cargo.—N.Y.K.

CLEARANCES.

April 2nd.
Helios, for Saigon.
 April 3rd.
Bellaphon, for Singapore.
Camilla, for Batik Papan.
Chongching, for Tientsin.
Chung King, for Canton.
Dakar Maru, for Shanghai.
Huiching, for Swatow.
Kishu Maru, for Saigon.
Puole, for K. C. Wan.
President McKinley, for Shanghai.
Sialoa, for Swatow.
Shinyo Maru, for Keelung.
Shioei Prince, for Hainan.
Werra, for Shanghai.
Yuejing, for Hainan.

SHIPPING MOVEMENTS.

The R.M.S. *Empress of Canada*, Capt. A. J. Bailey, R.N.R., Commander, will leave here for Victoria and Vancouver, B.C., via Shanghai (Wooing), Kobe and Yokohama at noon, on Saturday, April 7th.
 The R.M.S. *Empress of Russia* left Yokohama on April 2nd, at 2 p.m., and is due at Hongkong on Thursday, April 12th, at 6 a.m.
 The P. & O. Co.'s s.s. *Soudan* left Singapore for this port on March 31st, at 6 a.m., with the outward English Mail, and is due here on April 5th, at 6 a.m.
 The P. & O. Co.'s s.s. *Kashgar* left Singapore for this port on April 2nd, at 6.30 a.m., with the outward English Mail, and is due here on Saturday, April 7th, at 6 a.m.
 The Ben Lue s.s. *Amur*, from Ant. Middlebrook, Leith and London, left Singapore for this port 1st April, and may be expected to arrive here on or about April 12th.
 The s.s. *Eurybatos* (Blue Funnel) for New York and Boston, left Singapore on April 1st, and is due here to-day, p.m.
 The s.s. *Antiochus* (Blue Funnel) for Marseilles, Havre, Liverpool and Glasgow, left Shanghai on April 2nd, and is due here on April 5th. The vessel will be detached at Hongkong on April 7th.
 The M.M. s.s. *Angers*, which left Hongkong on February 15th, arrived Marseilles on March 27th.

VESSELS EXPECTED.

Amboise (M.M.), due April 24th.
Andre Lebon (M.M.), due April 10th.
Amfura (E. & A.), due April 6th, day-light.
Atrux (Blue Funnel), due to-day p.m.
Empress of Russia, due April 12th.
Eurybatos (Blue Funnel), due April 14th.
Glaucus (Blue Funnel), due April 28th.
Lyons Maru (N.Y.K.), due to-day.
Mentor (Blue Funnel), due April 12th.
Tingchow (Blue Funnel), due April 21st.
Pyrrhus (Blue Funnel), due to-day, day-light.
Rangoon Maru (N.Y.K.), due April 8th.
 The Siam Steam Navigation Co. is paying a dividend of 5 per cent.

PASSENGERS.

ARRIVALS.

For 1-C. s.s. *Kut Sang*, from Calcutta:—Lt. Col. C. Melville, Mr. R. Sweet, Mr. and Mrs. J. McLean, Lieut. R. and Mrs. Hubert, Miss Neufeld, Mr. S. and Mrs. H. Hubert, Mr. J. E. Heim, Mr. E. H. Howells, Mr. J. E. Hargreaves, Mrs. Beck, Miss Beck, Mr. T. J. Craig, Capt. E. S. Torrance, Miss H. M. D. Cranham.

SHIPPING NOTES.

The Cunard liner *Namania* now lying at the Kowloon wharves is said to be the largest vessel that has passed through the Suez Canal.

China Mutual Steam Navigation Company has declared a dividend of 4 p.c. and bonus 50 p.c. for year, and 3 p.c. on ordinary "B" shares, making 6 p.c. both payable March 31st, 1929, 460 is placed to depreciation and taxation, and 192,051 is carried forward. Last year the dividends were the same, £302,435 added to repair fund and £270,398 carried forward.

There was a large attendance at the Baltic Exchange on February 27th when Messrs. C. W. Kellock & Co., offered for sale by auction, by order of the Mar-Hall of the Admiralty, the steamers *Cephalonia* and *Panagaris*, a steel two-deck steamer of 8,245 tons deadweight, built at Hongkong in 1919, commenced at £15,000 and quickly rose to £10,000, but she was withdrawn at £42,000, the reserve price not having been reached. The *Panagaris* fared no better being withdrawn at £25,000.

SPEEDING UP THE MAILS.

The following is taken from the *Strait Times* of the 24th inst.:—
 By arrangement with the postal authorities in London, the Blue Funnel Line will inaugurate a new mail service for Singapore and the Far East, the first 20 packets of mails being brought by the Blue Funnel liner *Atrux*, due to arrive in Singapore on the 29th inst. According to the new arrangements, mails are to arrive by Italian packet at Suez connecting with the outward Blue Funnel steamer leaving Suez on Wednesday each week. These mails are expected to reach Singapore 14 to 16 days after leaving Suez; Hongkong and Shanghai six or 10 days later. Letters will be posted in Liverpool and Manchester up till 1 p.m. on the Tuesday previous to the arrival at Suez and up till 6 p.m. in London. This means a maximum time, under normal conditions, of 24 days, with the probability of an average of 22 to 23 days.

PILFERAGE ON THE "AUTOLYCUS."

The *Strait Times* of the 24th March reports:—
 The Blue Funnel steamer *Autolycus*, which arrived in port this morning, received the earnest attention of the Singapore police. A message was sent to the police by the agents, Messrs. Mansfield and Co., to the effect that certain of the ship's cargo was missing and asking for assistance in searching the ship in order to discover if the missing goods were still on board. The goods include lengths of cloth and other piece-goods, which were contained in cases found to have been opened, the goods removed and the cases re-closed. Mr. Alexander, A.S.P., with Chief Detective Inspector Costello and a number of detectives went on board and searched the ship from stern to stern without success and they are quite confident that the goods are not on board. The police left no place unsearched, crew's quarters, officers' quarters and staterooms were all carefully turned out. The deck crew are all European and no suspicion is attached to them, the foremen are Chinese and we understand that a number of these left the ship at Shanghai. Whether these people took the goods or whether shore people are responsible is not known.

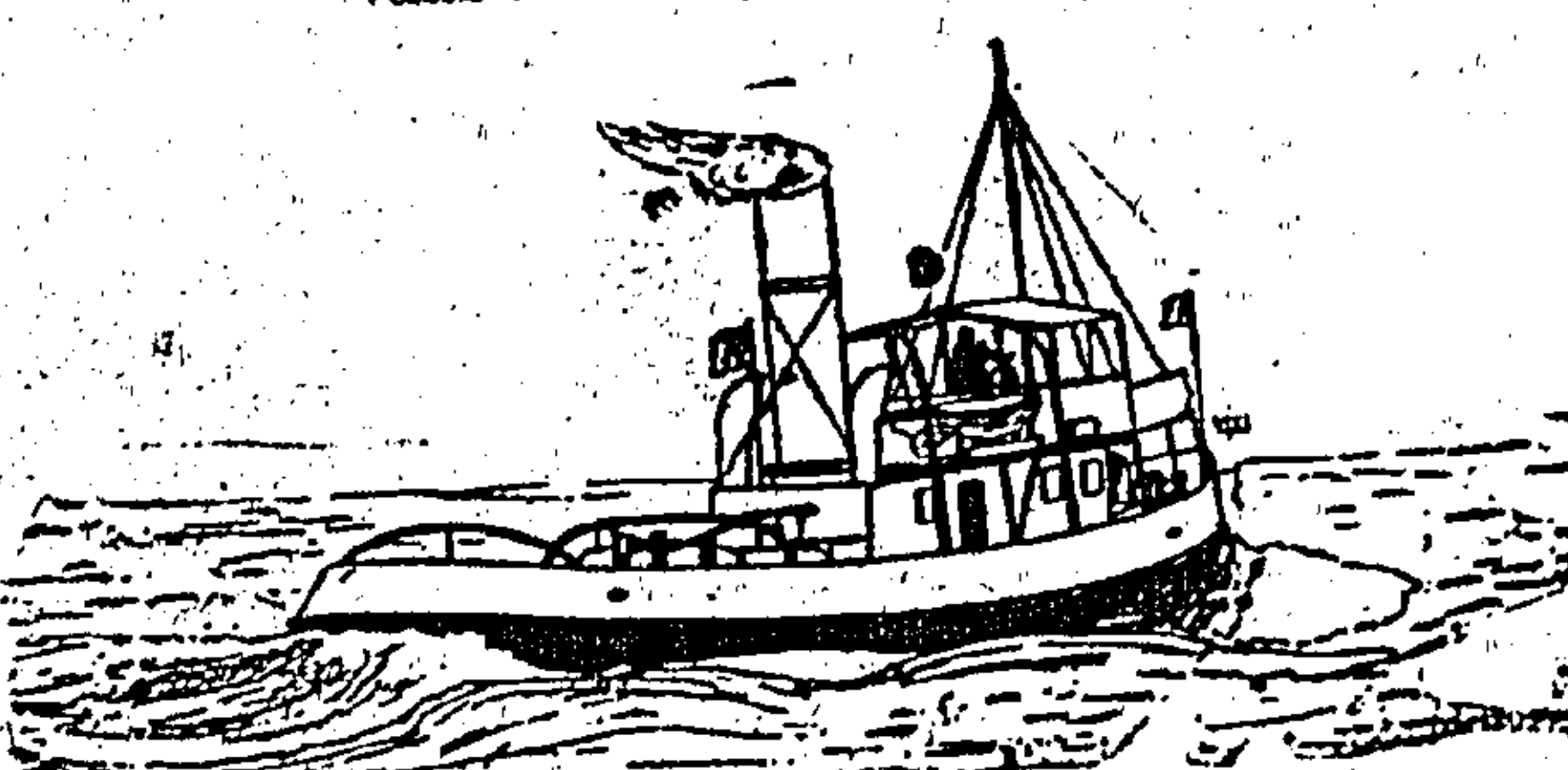
S.S. "CITY OF CANTERBURY."

S.S. *City of Canterbury* has been built for the various Eastern services of the Ellerman City Line by Messrs. Swan, Hunter and Wigham Richardson, Ltd., at their Wallsend shipyard. A single screw passenger and cargo steamer, her loading dimensions are 408 ft. 11 in. length, 56 ft. 4 in. width, and moulded depth, 34 ft. 4 in. Her hold capacity is about 10,000 tons deadweight. The engines are of the inverted direct acting quadruple expansion type, working on four cranks balanced on the Yarrow shaft with the boiler, four in number, were also constructed by the Wallsend Shipyard and Engineering Co., Ltd., Wallsend-on-Tyne.

W. S. BAILEY & CO., LTD.

SHIPBUILDERS, MARINE AND LAND ENGINEERS

builders of Vessels up to 1,500 Tons; Fast Steam Launches and Motor Craft of all kinds; Tugs, Barges, Oil Tankers, Light-Draft and River Steamers; Vessels built and shipped for re-erection abroad.



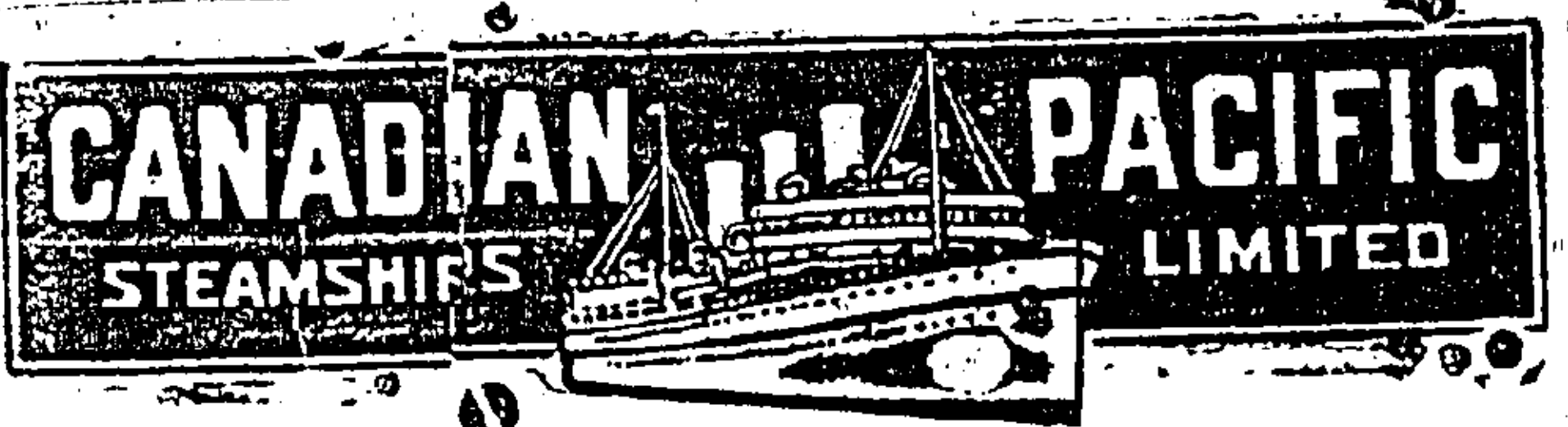
OLD-VEED TUG BOAT "LION" BUILT BY W. S. BAILEY & CO., LTD.

Boiler Makers, Founders and Constructional Engineers and Repairers

VESSELS ADVERTISED AS LOADING

DESTINATION	VESSEL'S NAME	FLAG	FOR FREIGHT APPLY TO	TO BE DESPATCHED
NEW YORK & PANAMA	Taketoyo Maru	Jap.	Nippon Yusen Kaisha	On Middle April
NEW YORK & BOSTON	Eastern Prince	Brit.	Princo Line	On 18th May
BOSTON & NEW YORK via SUEZ	Eurybatos	Brit.	The Bank Line, Limited	On 18th April
SAN FRANCISCO	Elkridge	Am.	Struthers & Barry	About 18th April
VICTORIA & VANCOUVER, B.C. via SHANGHAI, etc.	Empress Russia	Brit.	Canadian Pacific O.S. Ltd.	On 5th April
VICTORIA, SEATTLE & VANCOUVER via SHANGHAI, J. PORT.	Yokohama Maru	Jap.	Nippon Yusen Kaisha	On 7th April, 10 a.m.
VICTORIA, VANCOUVER, SEATTLE & TACOMA	Arabia Maru	Jap.	Oasa Shosen Kaisha	On 24th April
VANCOUVER via SHANGHAI & JAPAN, etc.	Tyndareus	Brit.	Canadian Pacific O.S. Ltd.	On 7th April
MARSEILLES, LONDON & ANTWERP	Empress Canada	Brit.	P. & O. B. L. & A. L.	On 6th April, 4 p.m.
MARSEILLES, etc.	Andre Lebon	Brit.	Messageries Maritimes	On 15th May
MARSEILLES, etc.	Armand Bobie	Brit.	Messageries Maritimes	On 17th April
MARSEILLES, LONDON, & ROTTERDAM	Paul Locat	Brit.	Messageries Maritimes	On 30th April
MARSEILLES, LONDON, & ROTTERDAM	Fushimi Maru	Jap.	Nippon Yusen Kaisha	On 28th April
MARSEILLES, GENOA, LIVERPOOL & GLASGOW	City of Poona	Brit.	The Bank Line, Ltd.	On 6th April
LONDON & ROTTERDAM	Antiochus	Brit.	Butterfield & Swire	On 4th April
LONDON, HAMBURG, ROTTERDAM, ANTWERP & MARSEILLES	Pyrrhus	Jap.	Oasa Shosen Kaisha	On 7th April
ROTTERDAM, AMSTERDAM, HAMBURG & BREMEN	Paris Maru	Brit.	Jardine, Matheson & Co., Ltd.	On 6th April
ANTWERP, ROTTERDAM, HAMBURG & BREMEN	Pembroke Maru	Brit.	Jardine, Matheson & Co., Ltd.	On 30th April
PORT SAID, VALENCIA, BORDEAUX, HAVRE, ANT., DUN.	Carl Legien	Ger.	Rentor Brookmann & Co.	About 16th April
BOMBAY via SINGAPORE, COLOMBO	C. M. Mailhol	Brit.	Messageries Maritimes	About 15th April
STRAITS & CALCUTTA	Awa Maru	Jap.	Nippon Yusen Kaisha	On 14th April, 3 p.m.
SINGAPORE, PENANG, COLOMBO & BOMBAY	Fooksang	Brit.	Jardine, Matheson & Co., Ltd.	On 7th April
SINGAPORE & BELAWAN-DELI	Nagapore	Brit.	P. & O. B. L. & A. L.	On 7th April
BRINDISI, VENTRO & TRIESTE	Van Cloon	Brit.	Java-China-Japan-Lijn	On 28th April
HAIHONG, PERAI & HAIPHONG	Yamashita	Brit.	Doiwell & Co., Ltd.	On 7th April, 10 a.m.
HAIHONG via HAIHONG & FAKHOI	Mishima Maru	Jap.	Yamashita Kisen Kaisha	About 7th April
KEELUNG via SHANGHAI & AMOY	Taiiku Maru	Jap.	Yamashita Kisen Kaisha	On 25th April, 2 p.m.
AUSTRALIAN PORTS via MANILA	Hinsang	Brit.	Jardine, Matheson & Co., Ltd.	On 18th April
SHANGHAI via SWATOW	Yoshino Maru	Jap.	Nippon Yusen Kaisha	On 7th April
SHANGHAI, KORE & YOKOHAMA	Aratara	Brit.	P. & O. B. L. & A. L.	On 11th April, Noon
SHANGHAI, KORE & YOKOHAMA	Tungshing	Brit.	Jardine, Matheson & Co., Ltd.	On 11th April
SHANGHAI, KORE & YOKOHAMA	Kitano Maru	Jap.	Jardine, Matheson & Co., Ltd.	On 11th April
SHANGHAI, KORE & YOKOHAMA	Paul Locat	Brit.	Messageries Maritimes	On 11th April
SHANGHAI, KORE & YOKOHAMA	Li St. Lambert-Bie	Brit.	Messageries Maritimes	On 11th April
SHANGHAI & TIENTSIN	Kashgar	Brit.	P. & O. B. L. & A. L.	On 8th April
SHANGHAI & TIENTSIN	Soochow	Brit.	Butterfield & Swire	On 7th April, D.L.
SHANGHAI & TIENTSIN	Venezia	Brit.	Doiwell & Co., Ltd.	About 11th April
SHANGHAI & TIENTSIN	Tjikembang	Dut.	Java-China-Japan-Lijn	About 16th April
SHANGHAI & TIENTSIN	Shunko Maru	Jap.	Oasa Shosen Kaisha	On 18th April
SHANGHAI & TIENTSIN	Chipsing	Brit.	Nippon Yusen Kaisha	On 6th May
SHANGHAI & TIENTSIN	Tijiaroom	Dut.	Java-China-Japan-Lijn	About 4th April
SHANGHAI & TIENTSIN	Malay Maru	Jap.	Oasa Shosen Kaisha	On 12th Apr.
SHANGHAI & TIENTSIN	Chansang	Brit.	Jardine, Matheson & Co., Ltd.	On 21st Apr., 10 a.m.
SHANGHAI & TIENTSIN	Kwangtung	Brit.	Butterfield & Swire	On 10th April, Noon
SHANGHAI & TIENTSIN	Halong	Brit.	Douglas Lapsrak & Co.	On 13th April, 1 p.m.
SHANGHAI & TIENTSIN	Halong	Brit.	Douglas Lapsrak & Co.	On 10th April, 12 Noon
SHANGHAI & TIENTSIN	Yuenfang	Brit.	Jardine, Matheson & Co., Ltd.	On 5th April, 3 p.m.
SHANGHAI & TIENTSIN	West Chopaka	Am.	Struthers & Barry	On 12th April

THE NEW FRENCH REMEDY.
THERAPION No. 1
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 No. 1 for Rheumatism, No. 2 for Gout, No. 3 for Gravel.
 100 Tablets, 10/6. 1000 Tablets, 100/6.
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£120 Connecting with Canadian Pacific Atlantic Empresses. £112 Connecting with Monoclass Cabin Atlantic Steamers.

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New Canadian Pacific Monoclass Cabin Atlantic Service.

MONT LAURIE 17,100 tons gross. MONTROSE 18,400 tons gross.
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Through Bills of Lading issued to all Overland common Points in U.S.A. and Canada.

YOKOHAMA MARU ... Thursday, 5th April.

KAGA MARU ... Tuesday, 1st May.

MARSEILLES, LONDON & ANTWERP via Singapore, etc.

FUSHIMI MARU ... Wednesday, 11th April.

MISHIMA MARU ... Wednesday, 25th April.

HAMBURG via LONDON & ROTTERDAM.

MATSUMOTO MARU ... Sunday, 15th April.

LIVERPOOL via MARSEILLES & VALENCIA.

LYONS MARU ... Friday, 6th April.

SYDNEY & MELBOURNE via Manila, etc.

YOSHINO MARU ... Wednesday, 18th April.

AKI MARU ... Wednesday, 16th May.

NEW YORK & BOSTON via PANAMA.

TAKETOYO MARU ... Middle April.

BUENOS AIRES via Singapore, Delagoa Bay, Durban & Cape Town.

KANAGAWA MARU ... Friday, 13th April.

BOMBAY via Singapore and Colombo.

CALCUTTA via Singapore, Penang & Rangoon.

MURORAN MARU ... Sunday, 8th April.

NAGASAKI, KOBE & YOKOHAMA.

AKI MARU ... Thursday, 12th April.

SHANGHAI, KOBE & YOKOHAMA.

KITANO MARU ... Wednesday, 11th April.

HABURA MARU ... Tuesday, 24th April.

For further information apply to—

NIPPON YUSEN KAISHA

K. H. KAMEI, Manager.

Yamashita Steamship & Mining Co., Ltd.

Steamship Owners, Shipping & Marine Insurance Broker.

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SAILING FROM HONGKONG.

For HAIPHONG via Hoilow & Pakhoi

s.s. "MISHIMA MARU" ... on or about 7th April.

For KEELUNG via Swatow & Amoy

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ELLERMAN & BUCKNALL S.S. CO., LTD.

UNITED KINGDOM & CONTINENTAL SERVICE.

OUTWARDS.

1. "CITY OF SINGAPORE" ... 28th April ... Shanghai, Kobe & Yokohama.

HOMEWARDS.

2. "CITY OF POONA" ... 28th April ... Marseilles, London & Hamburg.

PASSENGER SERVICE.

3. "CITY OF POONA" ... 28th April ... Marseilles, London & Hamburg.

Subject to change without notice.

For further particulars apply to—

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AMERICAN & MANCHURIAN LINE

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Sailings from Hongkong.

1. "EUBYRATES" ...	via Suez Canal	5th April
2. "LION" ...	via Suez Canal	15th April
3. "KARONGA" ...	via Suez Canal	25th April
4. "ATREUS" ...	via Suez Canal	5th May

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

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SERVICES CONTRACTUELS

Mail Steamers.	Next Sailing from Marseilles.	Proc. Arr. at Hongkong and Sailing for Shanghai and Japan.	Probable Sailing from Hongkong for Marseilles.
ARMAND BEHIC ...	...	...	17th April
PAUL LEOAT ...	...	...	30th April
ANDRE LEBON ...	...	...	15th May
MAUREL ...	...	...	29th May
CORDILLIERE ...	...	...	12th June
ANGERS ...	...	...	26th June

RATES OF PASSAGE MONEY TO MARSEILLES.

(Including Table Wine and Free Doctor's Attendance).

A CLASS 1st Class ... \$120.00. B CLASS 1st Class ... \$110.00. C CLASS 1st Class ... \$80.00.

Through Tickets to London and Leading Towns of Europe. Accommodation reserved in the Transit at Marseilles.

LIGNE COMMERCIALES (Cargo Boats).

1. "O. M. MAILHOL" loading for PORT-SAID, VALENCIA, BORDEAUX, HAVRE, ANTWERP & DUNKIRK, about 15th April.

MESSAGERIES MARITIMES CO., 2, Quai de Commerce, HONGKONG.

CONSIGNATION—TRANSIT—REPRESENTATION.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in waterrooms. Saloons and Excellent cuisine.

SWATOW, AMOY & FOOCHOW

AND RETURN

(Occupying 8/10 Days)

HAIHONG ...	Capt. W. C. Farnham	Friday, 6th Apr., at 1 p.m.
HAIFONG ...	Capt. Ellis Walker	Tuesday, 10th Apr., at 12 Noon.
HAICHING ...	Capt. J. B. Thomson	Friday, 13th Apr., at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage apply to—

DOUGLAS LAFRAIK & CO.,

General Managers.

JAPAN COAL

AND GENERAL IMPORTS & EXPORTS

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THE OSAKA MARINE & FIRE INSURANCE CO.

MITSUBISHI SHOJI KAISHA

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PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.

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S.S.	Tonnage	From Hongkong (about)	Destination
"DONGOLA"	5,000	4th Apr., 4 p.m.	(Singapore, Penang, Colombo, Aden, Port Said, Marseilles & London.)
"NAGPORE"	5,233	7th Apr.	Spore, Penang, Colombo, Bombay, Marseilles, London & Antwerp.
"NANKIN"	7,000	15th Apr.	Spore, Penang, Colombo, Bombay, Marseilles, London & Antwerp.
"SIOLIA"	5,000	22nd Apr.	Spore, Penang, Colombo, Bombay, Marseilles, London & Antwerp.
"KASHGAR"	5,233	29th Apr.	Spore, Penang, Colombo, Bombay, Marseilles, London & Antwerp.
"SOUDAN"	5,000	6th May	Spore, Penang, Colombo, Bombay, Marseilles, London & Antwerp.
"SARDINIA"	5,233	13th May	Spore, Penang, Colombo, Bombay, Marseilles, London & Antwerp.
"DELTA"	5,000	20th May	Spore, Penang, Colombo, Bombay, Marseilles, London & Antwerp.
"SIOLIA"	5,233	27th May	Spore, Penang, Colombo, Bombay, Marseilles, London & Antwerp.
"MALWA"	5,000	3rd June	Spore, Penang, Colombo, Bombay, Marseilles, London & Antwerp.
"DEVANHA"	5,233	10th June	Spore, Penang, Colombo, Bombay, Marseilles, London & Antwerp.
"SOUDAN"	5,000	17th June	Spore, Penang, Colombo, Bombay, Marseilles, London & Antwerp.
"KHIVA"	5,233	24th June	Spore, Penang, Colombo, Bombay, Marseilles, London & Antwerp.

BRITISH INDIA - APCAR SAILINGS

"TANDA"	5,233	4th Apr., 10 a.m.	Calcutta via Singapore & Penang
"JANUS"	4,824	7th Apr.	Singapore, Penang & Calcutta.
"JAPAN"	5,000	12th Apr.	do.

EASTERN & AUSTRALIAN SAILINGS (South)

"ARAFURA"	5,000	7th Apr., 4 p.m.	(Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.)
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Sailing to SHANGHAI & JAPAN

"KASHGAR"	5,233	8th Apr.	Shanghai, Moji, Kobe & Yokohama
"ST. ALBAN"	4,500	10th Apr.	Japan Direct.
"SIOLIA"	5,000	16th Apr.	Shanghai only.
"NYANZA"	7,023	22nd Apr.	Shanghai, Moji, Kobe & Yokohama

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Rangoon must defray their own Hotel expenses at Singapore while waiting the on carrying steamer.

First Saloon Passengers may travel by R.S.N. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Calcutta.

All Cabins are fitted with Electric Fans free of charge.

Parcels Measuring not more than 2 1/2 ft. x 3 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For Further Information, Passage Rates, Freight Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.

24, Des Voeux Road Central, HONGKONG. Agents.

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.

For BOSTON and NEW YORK

S.S. "EASTERN PRINCE" ... 16th May.

For Freight and full particulars apply to—

FURNESS (FAR EAST) LIMITED, (Incorporated in Great Britain) 21, George's Building

Telephone: Central 5165. Telegrams (Furness).

O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

LONDON, HAMBURG, ROTTERDAM, ANTWERP & MARSEILLES

Monthly direct service via Singapore and Port Said.

"PAUL MARU" (Taking Passengers) ... Saturday, 7th April

BUENOS AIRES, RIO DE JANEIRO, SANTOS, DURBAN & CAPE TOWN via HAIPHONG & SINGAPORE. PASSENGER SERVICE.

"SHUNKO MARU" ... Sunday, 8th May

BOMBAY & COLOMBO—REGULAR FORTNIGHTLY SERVICE via SINGAPORE.

"BUENA MARU" ... Thursday, 5th April

HIMALAYA MARU ... Saturday, 21st April

SAIGON, BANGKOK & SINGAPORE—Regular monthly Passenger Service

CALCUTTA—Monthly Service via Singapore, Penang & Rangoon.

"MALAY MARU" ... Thursday, 12th April

VICTORIA, VANCOUVER, SEATTLE & TACOMA—via Shanghai and Japan Ports—Taking cargo to OVERLAND PORTS U.S.A. & CANADA—Passenger Service.

"ARABIA MARU" ... Saturday, 7th April

NEW YORK via PANAMA—Regular monthly service via Japan Ports San Francisco—Panama and Cuban Ports.

"HAYRE MARU" ... Tuesday, 1st May

JAPAN PORTS—Kobe & Yokohama ... Sunday, 6th May

KEELUNG via SWATOW & AMOY—These Steamers have excellent accommodation for 1st and 2nd class saloon passenger.

"KAIJO MARU" ... Every Sunday, 10 a.m.

"AMAKURA MARU" ... Thursday, 12th April

TAKAO via SWATOW & AMOY.

"KOSU MARU" ... For sailing dates and further particulars please apply to—

K. SHIMA, Manager.

Tel. Central No. 4090.

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATIONS.

For	Steamer	To Sail
AMOY, MANILA, CEBU & ILOILO	"TEAN"	On 4th Apr., 4 p.m.
AMOY & SHANGHAI	"LIANGCHOW"	On 5th Apr., D.L.
SHANGHAI	"SUIYANG"	On 6th Apr., D.L.
WEIHAIWEI & TIENTSIN	"HUICHOW"	On 6th Apr., Noon.
SHANGHAI & TSINGTAO	"SOOCHOW"	On 7th Apr., D.L.
HOIHOW, PAKHOI & HAIPHONG	"YUNNAN"	On 7th Apr., 10 a.m.
HOIHOW & BANGKOK	"LUNAN"	On 8th Apr., 10 a.m.
SWATOW, SHANGHAI & PUKEW	"TUOHOW"	On 8th Apr., Noon.
SWATOW & SINGAPORE	"KWEIYANG"	On 8th Apr., Noon.
AMOY & SHANGHAI	"SZECHUEN"	On 10th Apr., D.L.
SWATOW & BANGKOK	"KWANGTUNG"	On 10th Apr., Noon.

Excellent Saloon accommodation and ships, with Electric Fans fitted. Regular Schedule service four times weekly between Canton, Hongkong and Shanghai, leaving Hongkong Mondays (extending to Pukow), Tuesdays and Saturdays (extending to Yungtao), and Thursdays (via Amoy). Cargo taken on through Bills of Lading to all Yungtao and North China ports. Passengers for Shanghai do not require to tranship at Woonan.

BANGKOK LINE.—Regular weekly service leaving Hongkong Tuesdays to and from Bangkok via Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single berth cabins.

For Freight or Passage apply to— BUTTERFIELD & SWIRE (Sole Agents for S.S. Co., Ltd.)

Telephone Central 33. 401 GO & PASSENGER CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE (Sole Agents for S.S. Co., Ltd.)

AUSTRALIAN ORIENTAL LINE

(HONGKONG, PHILIPPINES AND AUSTRALIAN PORTS.)

Steamer	Arr. Hongkong from Australia	Leave Hongkong for Sandakan, Manila & Australian Ports.
"TAIYUAN"	24th April	29th April

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A fully qualified Doctor is carried. Saloon Fare, Large locked through to all Australian, New Zealand & Tasmania Ports.

For freight and passage apply to— BUTTERFIELD & SWIRE (Sole Agents for S.S. Co., Ltd.)

Telephone Central No. 33. 401 GO & PASSENGER CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE (Sole Agents for S.S. Co., Ltd.)

STRUTHERS & BARRY

OPERATING U.S. GOVERNMENT SHIPS.

EXPRESS FREIGHT SERVICE.

TO LOS ANGELES AND SAN FRANCISCO FROM HONGKONG BY DIRECT ROUTE.

U.S.S. "Elkridge" ...	Due Hongkong	10th Apr.
U.S.S. "West Chopaka" ...	Leave Hongkong	12th Apr.
U.S.S. "West Chopaka" ...	Due Hongkong	10th May.
U.S.S. "West Farallon" ...	Leave Hongkong	11th May.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY SAILINGS FOR ATLANTIC SEABOARD PORTS. THROUGH BILLS OF LADING ISSUED TO U.S. AND CANADIAN OVERLAND POINTS.

TO MANILA AND SINGAPORE.

U.S.S. "West Chopaka" ...	Due Hongkong	11th April.
U.S.S. "West Farallon" ...	Leave Hongkong	12th April.
U.S.S. "West Farallon" ...	Due Hongkong	30th April.
U.S.S. "West Farallon" ...	Leave Hongkong	1st May.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED.

FOR FULL INFORMATION APPLY TO STRUTHERS AND BARRY.

L. EVERETT, General Agent for JAPAN-CHINA-Philippines, Indo-China-TRAFFIC & JAVA.

1st Floor, Queen's Building, Phone Central No. 3003. G. P. BRADFORD, Res. Agent.

DODWELL & CO., LIMITED

REGULAR SAILINGS TO NEW YORK & BOSTON

For NEW YORK & BOSTON via SUEZ

LLOYD TRIESTINO.

TAKING CARGO ON THROUGH BILLS OF LADING FOR LEVANT, BLACK SEA & DANUBE PORT.

FUTURE having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

FOR BRINDISI, VENICE & TRIESTE

1. "VENEZIA" ...	sailing on or about 23th April.
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FOR SHANGHAI.

2. "VENEZIA" ...	sailing on or about 11th April.
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Passengers' Luggage can be insured at the Office of the Agents.

NATAL LINE OF STEAMERS.

From CALCUTTA and COLOMBO to SOUTH AFRICAN PORTS.

1. "UMFULI" ...	sailing about 30th April.
2. "UMSINGA" ...	sailing about 6th May.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LIMITED. Agents.

POST OFFICE NOTICE.

The Parcel Post Service to Kweichow via Yunnan is suspended. Parcels addressed to Kweichow will, until further notice, be accepted only at senders' risk and will be forwarded via Shanghai and Changteh (Hunan).

INWARD MAILS

FROM	PER	DATE
SHANGHAI	Lyons Maru ...	4th inst.
SHANGHAI	Soochow	4th inst.
JAPAN	Arakura	5th inst.
U.S.A., JAPAN & SHANGHAI	Pres. Jackson ...	5th inst.
STRAITS	Southern	5th inst.
STRAITS	Rangoon Maru ...	6th inst.
Europe, via Suez (Letters & Papers) ...	Kashgar	7th inst.
London, 5th Mar. & Parcel 28th Feb.		

OUTWARD MAILS.

FOR	PER	DATE
*Straits and Calcutta	Tonda	Wednesday, 4th, 8.30 A.M.
Straits and Egypt	Pyrrhus	10.00 A.M.
Shanghai and Japan	Dakar Maru ...	10.00 A.M.
Straits, Ceylon, Mauritius,	Dongola	Wednesday, 4th, 1.15 P.M.
Marques, South Africa,		
via Dhanushkodi, Aden, Egypt ...	Tona	2.30 P.M.
& Europe via MARSEILLES—due ...		
Marseilles, 5th May	Lake Faule ...	3.30 P.M.
Amoy	Langchow	5.00 P.M.
Straits and Calcutta	Wangang	5.00 P.M.
Amoy	Gintan Maru ...	Thursday 5th, 10.00 A.M.
Saigon		
Bangkok	Eurybates	2.00 P.M.
Philippine Islands	Hydrangea	3.30 P.M.
Swatow	Aufang	2.31 P.M.
Amoy	Hailong	Friday 6th, Noon
Swatow, Amoy and Foochow		
Shanghai, Japan, Canada, U.S.A. ...	Emp. of Canada ...	Saturday, 7th, 9.15 A.M.
Central & South America, & ...		
EUROPE via VANCOUVER B.C.	Antiochus	10.00 A.M.
due Vancouver, 23rd April	Arakura	Registration 1.45 P.M.
Saigon		
*Philippine Islands, Sandakan, Australia ...	Pres. Jackson ...	Letters 2.31 P.M.
& New Zealand via Thursday Island ...		
due Thursday Island, 20th April	Philippine Islands ...	3.30 P.M.
Philippine Islands		

LOCAL AND REGULAR MAILS OUTWARD

FROM SHINGWAN BRANCH FOR	ON WEEK-DAYS	ON SUNDAY	ON HOLIDAY
Canton and Samahai	7.30 A.M.	8.30 P.M.	7.40 A.M.
Tai Ping Tung	9.30 P.M.	9.30 P.M.	9.30 P.M.
Shik Ri	9.30 P.M.	9.30 P.M.	9.30 P.M.
Hongmoon	9.30 P.M.	9.30 P.M.	9.30 P.M.
Kaukong	9.30 P.M.	9.30 P.M.	9.30 P.M.
Wachow	4.00 P.M.	10.00 A.M.	4.00 P.M.

*Correspondence bearing vessel's name only.

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES LONDON SERVICE (DIRECT).

"PYRRHUS" 4TH APR. London & Rotterdam.
 "DEUCALION" 9TH APR. London, Rotterdam & Hamburg.
 "LYCAON" 16TH APR. London, Rotterdam & Hamburg.
 "DEMODOCUS" 23RD APR. London, Rotterdam & Antwerp.

LIVERPOOL SERVICE (DIRECT OR VIA CONTINENTAL PORTS).

"ANTIOCHUS" 6TH APR. Marseilles, Havre, Liverpool & Glasgow.
 "DEMODOCUS" 20TH APR. Genoa, Marseilles, Liverpool & Glasgow.
 "TEUCER" 1ST MAY Marseilles, Havre, Liverpool & Glasgow.

PACIFIC SERVICE (VIA KOBE AND YOKOHAMA).

"TYNDAREUS" 24TH APR. Victoria, Seattle & Vancouver.
 "PROTESILAUS" 15TH MAY.

NEW YORK SERVICE (VIA SUEZ OR PANAMA).

"EURYBATES" 5TH APR. via Suez.
 "IXION" 15TH APR. via Suez.

PASSENGER SERVICE

"PYRRHUS" 4TH APR. for Singapore & London.
 "MENTOR" 13TH APR. for Shanghai.
 "MENTOR" 7TH MAY for Singapore & London.
 "TEIRESIAS" 25TH JUNE for Singapore & London.
 "SARPEDON" 4TH AUG. for Singapore, Marseilles & London.

FOR FREIGHT, PASSAGE RATES AND ALL INFORMATION APPLY TO BUTTERFIELD & SWIRE (INCORPORATED IN ENGLAND) AGENTS.

ASIA BANKING CORPORATION

HEAD OFFICE—NEW YORK

Operating under Supervision of the Banking Department of the State of New York and the Federal Reserve Bank.
 General Banking, Current and Savings Accounts and Fixed Deposits opened in local currency, U.S. Dollar and Pounds Sterling upon application. Commercial and Travelers Letters of Credit issued. American Bankers Association and Guaranty Trust Co. of New York Travelers Checks for Sale and Encashment.

BRANCHES

SHANGHAI, PEKING, TIENTSIN, HANKOW, HONGKONG, CANTON, SINGAPORE, MANILA, YOKOHAMA, SAN FRANCISCO.

D. M. BIGGAR, MANAGER.

COMMERCIAL

OPENING QUOTATIONS.

3rd April 1923

On LONDON.—	
Telegraphic Transfer	3/4
Bank Bill, on demand	3/4 1/16
Bank Bill, at 30 days' sight	3/4
Bank Bill, at 6 months' sight	3/4 1/16
Credit, at 4 months' sight	3/4 1/16
Documentary Bill, 4 months' sight	3/4 1/16
On PARIS.—	
Bank Bill, on demand	820
Credit, 4 months' sight	870
On NEW YORK.—	
Bank Bill, on demand	54 1/2
Credit, at 30 days' sight	56 1/2
On BOMBAY.—	
Telegraphic Transfer	174
Bank Bill, on demand	174
On CALCUTTA.—	
Telegraphic Transfer	174
Bank Bill, on demand	174
On SHANGHAI.—	
Bank Bill, at sight	nom.
Private, 30 days' sight	113
On YOKOHAMA.—On demand	108 1/2
On MANILA.—On demand	99 1/2
On SINGAPORE.—On demand	139 1/2
On BATAVIA.—On demand	nom.
On HANKOW.—On demand	79 1/2
On HONGKONG.—On demand	79 1/2
SOVEREIGN, Bank's buying rate	8.30
GOLD LEAF, 100 fine, per tola	45.80
SILVER, per oz.	82 1/2

HONGKONG AND SHANGHAI BANKING CORPORATION.

Head Office: Hongkong.
 Authorized Capital ... \$50,000,000
 Paid-up Capital ... \$30,000,000
 Reserve Funds ... \$24,500,000
 Sterling ... \$34,500,000
 Reserve Liability of Proprietors \$20,000,000

Court of Directors:
 A. O. LLOYD, Esq., Chairman.
 D. G. M. BARNARD, Esq., Deputy Chairman.
 A. H. COMPTON, Esq., Hon. Mr.
 G. M. DODWELL, Esq., E. V. D. PARR.
 G. T. M. EDKINS, Esq., W. L. PATTERSON, Esq.
 Hon. Mr. P. H. HOLYOAK, H. P. WHITE, Esq.

Chief Manager: Hon. Mr. A. G. STEPHEN.
 Acting Manager: Hongkong—J. MCARTHUR, Esq.
 Manager: Shanghai—G. H. SMITH, Esq.

LONDON BANKERS:
 LONDON COUNTY WESTMINSTER & PARRE'S BANK, LTD.

CURRENT ACCOUNTS opened in LOCAL CURRENCY and FIXED DEPOSITS received for one year or shorter periods in Local Currency and Sterling on terms which will be quoted on application.
 Hongkong, 26th February, 1923. [37]

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG & SHANGHAI BANKING CORPORATION. ENQUIRIES may be obtained on application.

INTEREST on deposits is allowed on the Minimum Monthly Balance at 4 per cent per annum.
 For the HONGKONG & SHANGHAI BANKING CORPORATION,
 A. G. STEPHEN, Chief Manager.
 Hongkong, 14th November, 1922. [28]

CHARTERED BANK OF INDIA, AUSTRALIA & CHINA.

INCORPORATED BY ROYAL CHARTER, 1823
 HEAD OFFICE—LONDON.

Fixed-up Capital ... \$2,000,000
 Reserve Fund ... \$1,200,000
 Reserve Liability of Proprietors ... \$2,000,000

FOREIGN EXCHANGE on General Banking business CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.
 A. H. FERGUSON, Manager.
 Hongkong, March 27th, 1923. [31]

THE CHINESE MERCHANTS BANK, LTD.

HEAD OFFICE: Alexander Building, Canton Road.
 GENERAL Banking and Exchange business transacted.

Loans granted on approved securities. Current Accounts opened and Fixed Deposits received at rates which may be quoted on application.
 The Bank also maintains a Savings Department.
 K. C. LAU, Chief Manager.

THE BANK OF CHINA.

Specie by endorsement by Presidential Mandate of the Republic of China on the 2nd of November, 1912.

Authorized Capital ... \$40,000,000.00
 Paid-up Capital ... \$12,279,000.00
 Reserve Funds ... \$4,607,078.00

HONGKONG BRANCH: 4, Queen's Road.

Head Office: 1, The National Provincial and Union Bank of England, Ltd.
 The General Trust Company of New York.
 New York Bankers: The Irving National Bank.
 The Equitable Trust Company, New York.
 Interest allowed on Current Accounts and Fixed Deposits. Terms on application.
 Every description of Banking business transacted.
 Loans granted on approved securities. Special facilities for Money Exchange.
 T. H. YUEN, Manager.
 Hongkong, 1st September 1921. [33]

THE MERCHANTS BANK OF INDIA, Limited.

HEAD OFFICE: 11, Gracechurch Street, London, E.C. 3.

Authorized Capital ... \$2,000,000
 Subscribed Capital ... \$1,200,000
 Paid-up Capital ... \$1,200,000
 Reserve Fund ... \$1,200,000

HONGKONG BRANCH: 7, Queen's Road Central.

Every description of Banking and Exchange business transacted.
 INTEREST allowed on Current Accounts to 3 per cent per annum on Daily Balance and on Fixed Deposits at rates which may be quoted on application.
 H. C. WILSON, Manager.
 Hongkong, March 2nd, 1923. [30]

NEDERLANDSCHE HANDELS MAATSCHAPPIJ, (NEDERLANDSche Handels Maatschappij).

Established 1824.
 A. Capital ... f. 10,000,000 f. 1,122,212
 Paid-up Capital ... f. 2,000,000 f. 2,000,000
 Reserve Fund ... f. 1,122,212 f. 1,122,212
 Special Reserve ... f. 2,000,000 f. 1,122,212
 Head Office—Amsterdam.
 Branches at:
 The Hague—Batavia.
 Head Agency—Batavia.

Branches: Shanghai, Singapore, Hongkong, Canton, Hankow, Tientsin, Peking, Harbin, Manchuria, Korea, Japan, etc.
 Correspondence at Colombo, Madras, Pondicherry, Bombay, Calcutta, Rangoon, Amoy, Yokohama, etc.
 The Bank issues and sells and receives for collection Bank of Exchange, issues letters of credit on the Bank and correspondents in the East, on the Continent, in Great Britain, America, and Australia and transacts banking business of every description.
 W. H. SHONKAMP, Agent.
 Hongkong, September 4th, 1922. [30]



This advertisement is issued by British-American Tobacco Co. (China), Ltd.

THE MERCHANTS BANK OF INDIA, Limited.

HEAD OFFICE: 11, Gracechurch Street, London, E.C. 3.

Authorized Capital ... \$2,000,000
 Subscribed Capital ... \$1,200,000
 Paid-up Capital ... \$1,200,000
 Reserve Fund ... \$1,200,000

HONGKONG BRANCH: 7, Queen's Road Central.

Every description of Banking and Exchange business transacted.
 INTEREST allowed on Current Accounts to 3 per cent per annum on Daily Balance and on Fixed Deposits at rates which may be quoted on application.
 H. C. WILSON, Manager.
 Hongkong, March 2nd, 1923. [30]

NEDERLANDSCHE HANDELS MAATSCHAPPIJ, (NEDERLANDSche Handels Maatschappij).

Established 1824.
 A. Capital ... f. 10,000,000 f. 1,122,212
 Paid-up Capital ... f. 2,000,000 f. 2,000,000
 Reserve Fund ... f. 1,122,212 f. 1,122,212
 Special Reserve ... f. 2,000,000 f. 1,122,212
 Head Office—Amsterdam.
 Branches at:
 The Hague—Batavia.
 Head Agency—Batavia.

THE YOKOHAMA SPECIE BANK, Limited.

Capital (fully paid up) ... Yen 100,000,000
 Reserve Fund ... Yen 60,000,000

HEAD OFFICE: YOKOHAMA.

Branches and Agencies at:
 Batavia, Kobe, Borneo, Hongkong, Canton, Hankow, Shanghai, etc.

Interest allowed on Current Accounts. Deposits received for fixed periods at rates to be obtained on application.
 T. HIRAHARA, Manager.
 10th March, 1923. [39]

THE YOKOHAMA SPECIE BANK, Limited.

Capital (fully paid up) ... Yen 100,000,000
 Reserve Fund ... Yen 60,000,000

HEAD OFFICE: YOKOHAMA.

Branches and Agencies at:
 Batavia, Kobe, Borneo, Hongkong, Canton, Hankow, Shanghai, etc.

Interest allowed on Current Accounts. Deposits received for fixed periods at rates to be obtained on application.
 T. HIRAHARA, Manager.
 10th March, 1923. [39]

THE YOKOHAMA SPECIE BANK, Limited.

Capital (fully paid up) ... Yen 100,000,000
 Reserve Fund ... Yen 60,000,000

Branches and Agencies at:
 Batavia, Kobe, Borneo, Hongkong, Canton, Hankow, Shanghai, etc.

Interest allowed on Current Accounts. Deposits received for fixed periods at rates to be obtained on application.
 T. HIRAHARA, Manager.
 10th March, 1923. [39]

THE BANK OF EAST ASIA, Limited.

HEAD OFFICE: No. 10 Des Voeux Road, HONGKONG.

Authorized Capital ... \$10,000,000.00
 Paid-up Capital ... \$5,000,000.00
 Reserve Fund ... \$5,000,000.00

DIRECTORS:

Mr. Pons Wai Tze, Chairman.
 Hon. Mr. Chou Shou Son.
 Mr. Li Koon Chan.
 Mr. Fung Ping Shan.
 Mr. F. K. Kwok.
 Mr. Kan Chin Nam.
 Mr. Hayah Tai.

Chief Manager: Mr. Kan Yen Fei.
 Asst. Manager: Mr. Li Te Fung.

BRANCHES & AGENCIES:

LONDON, NEW YORK, SAN FRANCISCO, YOKOHAMA, SAIGON, HANKOW, BATAVIA, SOERABAYA, BOMBAY, CANTON.

Every description of Banking and Exchange business transacted. Loans granted on approved securities.
 Interest allowed on Current Accounts at the rate of 3 per cent per annum on the balance.
 For a month at the rate of 1 per cent per annum.
 For 3 months at the rate of 1 1/2 per cent per annum.
 For 6 months at the rate of 2 per cent per annum.
 For 12 months at the rate of 2 1/2 per cent per annum.
 KAN TONG FOI, Chief Manager.
 Hongkong, February 28th, 1923. [34]

THE YOKOHAMA SPECIE BANK, Limited.

Capital (fully paid up) ... Yen 100,000,000
 Reserve Fund ... Yen 60,000,000

HEAD OFFICE: YOKOHAMA.

Branches and Agencies at:
 Batavia, Kobe, Borneo, Hongkong, Canton, Hankow, Shanghai, etc.

Interest allowed on Current Accounts. Deposits received for fixed periods at rates to be obtained on application.
 T. HIRAHARA, Manager.
 10th March, 1923. [39]

THE YOKOHAMA SPECIE BANK, Limited.

Capital (fully paid up) ... Yen 100,000,000
 Reserve Fund ... Yen 60,000,000

Branches and Agencies at:
 Batavia, Kobe, Borneo, Hongkong, Canton, Hankow, Shanghai, etc.

Interest allowed on Current Accounts. Deposits received for fixed periods at rates to be obtained on application.
 T. HIRAHARA, Manager.
 10th March, 1923. [39]

THE YOKOHAMA SPECIE BANK, Limited.

Capital (fully paid up) ... Yen 100,000,000
 Reserve Fund ... Yen 60,000,000

Branches and Agencies at:
 Batavia, Kobe, Borneo, Hongkong, Canton, Hankow, Shanghai, etc.

Interest allowed on Current Accounts. Deposits received for fixed periods at rates to be obtained on application.
 T. HIRAHARA, Manager.
 10th March, 1923. [39]

THE BANK OF TAIWAN, Limited.

(Taiwan Branch)
 Incorporated by Special Imperial Charter 1895.

Capital Subscribed ... Yen 40,000,000
 Capital (Paid-up) ... Yen 23,000,000
 Reserve Funds ... Yen 12,000,000

HEAD OFFICE: TAIPEI, FORMOSA.

BRANCHES:
 JAPAN—Tokyo, Yokohama, Kobe, Osaka, etc.
 FORMOSA—Tientsin, Kail, Kankai, Keelung, etc.

OTHERS: Shanghai, Hankow, Keelung, Amoy, etc.

INTEREST allowed on Current Accounts and Fixed Deposits at rates which will be quoted on application.

S. KORDON, Manager.

HONGKONG BRANCH, 4, Des Voeux Road, Hongkong, 7th September, 1922.

BANQUE DE L'EST-ASIE, PARIS.

HEAD OFFICE: 90, Boulevard Haussmann, Paris.

Subscribed Capital ... Frs. 75,000,000.00
 Paid-up Capital ... Frs. 45,000,000.00
 Reserve Funds ... Frs. 60,000,000.00

BRANCHES:

Hongkong, Shanghai, Canton, Hankow, etc.

INTEREST allowed on Current Accounts and Fixed Deposits at rates which will be quoted on application.

V. MARRON, Acting Manager.
 Hongkong, July 1st, 1921. [32]

HANKOW.

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